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Cauca Halley Mining & Constructing Co's

CONTRACT

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AND

OTHER PAPERS

RELATING TO THE

CAUCA RAILROAD.

Peoria, Ill., Sept. 1st, 1872.

PEORIA:

TRANSCRIPT PRINT, COR. ADAMS AND FULTON STS.

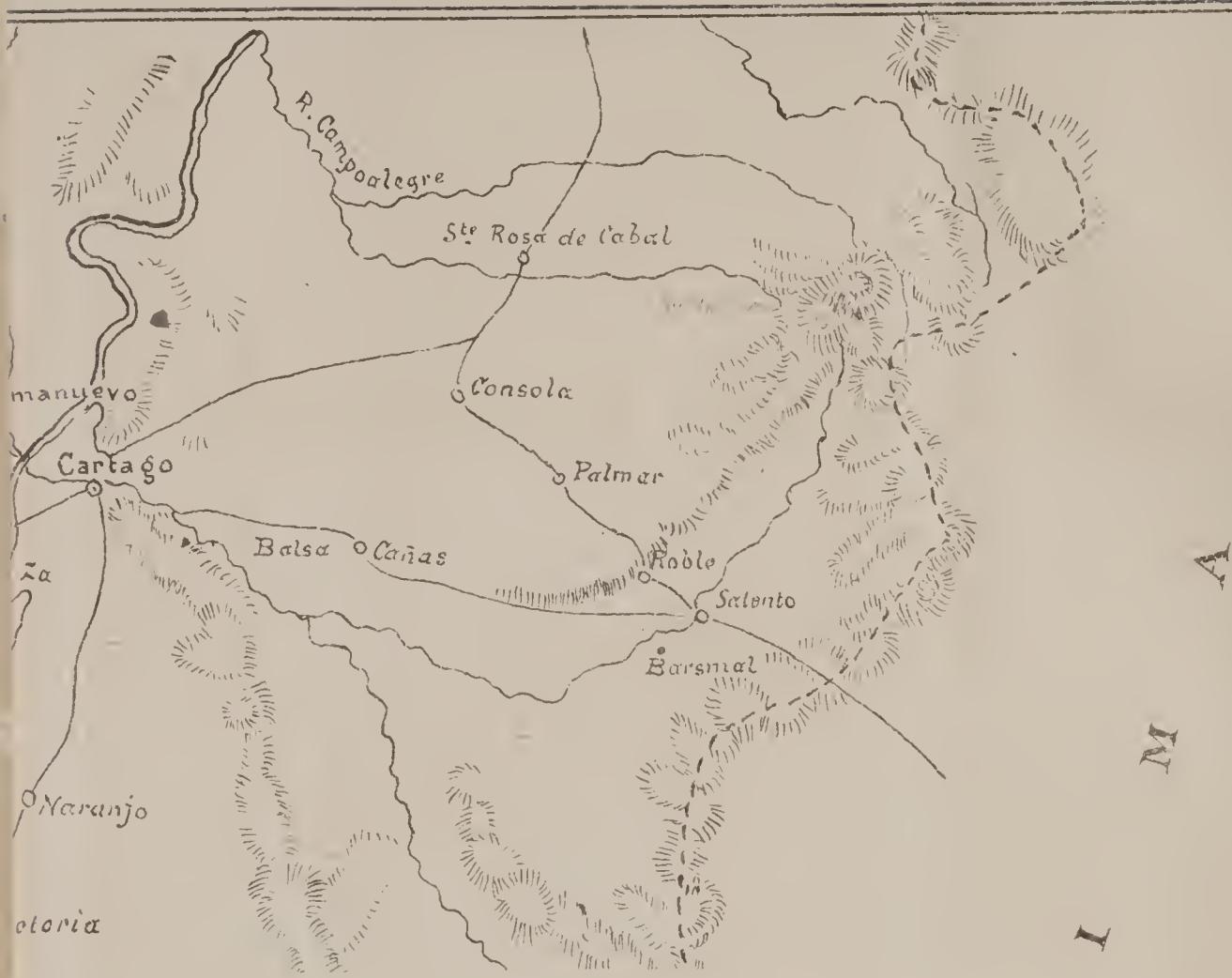
1872.

MAP
OF
part of the Colombian
STATE
CAUCA
S.A.

Democrat Lith. & Print Co. St. Louis



Long W. of Bogotá



THE
Cauca Valley Mining & Constructing Co's
CONTRACT
AND
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EXTRACTS FROM HOLTON'S NEW GRANADA.

PAGES 541-2.

"I love the Granadan race. These pages testify to an uninterrupted series of kind acts of them toward me—kindness that I can never repay. I can hardly mention a single reasonable request of mine neglected—not one refused. Even many unreasonable ones, as I afterward knew them to be, were granted, often at an inconvenience that I greatly regretted. The authorities, too, have been as kind as private individuals. All sorts of documents have been furnished me, even by offices that had to send to Bogota to replace those spared me. Nothing has been withholden me that a traveler could ask.

"I have not made them the returns I would have wished. I would have gladly pointed them more directly to a purer religion that can remedy the evils they are struggling with; but while I could profess to be a communicant of a Protestant church, circumstances rendered it unadvisable to do more. And now, in enlisting the sympathies of our own people, I am doing what I can.

"To tell the truth of them, I have been obliged to speak of their faults and deficiencies. But, after all, I here boldly declare the Granadinos a highly moral people. I speak not of the Scotch and English standard of morality; that is not fair. They are of a religion highly adverse in its institutions to the laws of chastity, and in this they must be compared with Catholic countries. Now grant that the proportion of illegitimate births be 33 per cent., and I think it must be less, then it is the same as that of Paris. In Brussels it is 35 per cent.; in Munich, 48; in Vienna, 51; and, I believe, in sacred Rome, far worse. Suppose, then, that New Granada is as defective as Paris, the most moral of these cities. You must recollect that, when Paris was yet a great city, unmarried priests, corrupt monks, and unrestrained civil and military officers were forming a new code of decency and morality for simple, half-naked Indian converts and subjects. What marvel if it be as loose as that of Paris?

"Again, as to the crimes against life, I suppose, in all the nation, there are not a fifth as many murders as in New York city alone! Probably a single year in California has witnessed as many murders as have been perpetrated in New Granada, among two millions and a quarter of all races, since it has had its place among nations. I have more than once had to blush for the ruffianism of the scum of our nation, like which nothing can be found in the very worst population of New Granada. But again to figures. I cannot estimate the murders in New Granada at more than 3 per million per annum. The *commitments* for murder in England are 4 per million; in Belgium, 18; Ireland, 19. Sardinia, 20; France, 34; Austria, 36; Lombardy, 46; Tuscany, 56; Bavaria, 68; Sicily, 90; the dominion of the Pope, 113; and Naples, 174."

EXTRACTS FROM SPECIAL REPORT.

"Some ask, will the railroad have anything to do? I will answer this by giving the experience of a gentleman residing in Alton. When the Chicago, Alton and St. Louis road was being built, this gentleman, in order to convince the projectors of that enterprise that it could never pay, made a calculation of the probable business of the road. He took an exact account of all passengers carried by the stage, and of all loaded teams passing for one month. He then figured out the number of trains that would be required to do the business, and showed that one passenger train, of three cars once in two months, and one freight train a month would be ample for the business. This gentleman showed me this calculation in August, 1871, while we were riding on the Chicago, Alton and St. Louis Railroad. On that same day it took fifty-two trains to do the business."

P R E F A C E .

The State of Cauca has a half million of inhabitants. The exports and imports of nearly a million of people will pass through Buenaventura when this road is completed. The people are peaceable, polite, and reasonably industrious. To obtain the necessaries of life, labor is not a necessity. The earth produces so wonderfully that rewards are offered even to indolence.

These people have no market, although it is only about forty miles from the heart of the Cauca Valley to the Pacific. But these forty miles are almost impassable. Everything introduced or exported has to be carried upon the backs of men and mules, or in small canoes. Easy communication with the sea would give to the Cauca the markets of the world. She would at once begin to export Indigo, Chocolate, Coffee, Rubber, Peruvian Bark, Iron, Coal, Silver and Gold, and in fact all the tropical and semi-tropical productions of the earth.

These facts having been brought to the attention of several gentlemen of this country, they determined to visit the valley of the Cauca and see whether communication with the Pacific by railroad was practicable. They found the inhabitants anxious for a railroad, and the General Government (the United States of Colombia), willing to aid the enterprise, not only by liberal legislation, but by material aid. A Company was at once formed under the laws of the State of Illinois, called the "Cauca Valley Mining and Constructing Company." This Company authorized its representatives, Messrs. David R. Smith and Frank B. Modica, to enter into a contract with the United States of Colombia, for the construction of a railroad from the River Cauca to the port of Buenaventura on the Pacific—a distance of thirty-eight miles, in a straight line. A contract was accordingly made (a copy of which is given in this pamphlet), between the United States of Colombia and the Cauca Valley Mining and Constructing Company. An examination of the terms of this contract will satisfy any one that they are as liberal as could be asked.

But would there be any business upon such a road ?

For many hundreds of miles along the coast there is no coal. At Cali, on the banks of the Cauca, one of the *termini* of the proposed road, is one of the largest deposits of bituminous coal in the world. The vein that is now being worked is ten feet in thickness, and many veins are much thicker. This coal is of the very best quality. It makes excellent gas and coke, and is almost entirely free from sulphur. It has been thoroughly tested. The coal traffic itself would be very important, and would furnish a large and lucrative business for the road. Coal could be furnished for the State of Panama, and all along the coast as far as San Francisco, while South of Buenaventura the market would also be good. Iron ore of excellent quality is exceedingly abundant. All the productions of the tropics are found in Cauca, and these could and would be sent to the coast, and shipped to the North Pacific coast, and by Panama and Aspinwall to the North Atlantic. The time from Cali to New York would not exceed twelve days, so that the most delicate fruits of the valleys of the Andes would bear transportation to any part of the United States; and by means of the contemplated railroad, we would furnish nearly a million of people with the inventions of our country. This would of itself create an immense business.

As soon as the people of Cauca find a market for their surplus, they will invest the price of such surplus in the elegancies and conveniences of life. These would be imported from the North, and by way of the Cauca Railroad.

Shut out from the sea by the Andes, lies this valley of the Cauca. It is called the Italy of America. No other portion of the world is so beautiful, so healthy, and so fertile. It is a little world within itself, producing everything that is produced. Every flower blossoms, and every fruit ripens there. The climate is perfection. At Cali the mercury never falls below 65° , and never rises above 86° . The valley is three thousand feet above the level of the sea. It is lifted, as it were, out of the burning embrace of the torrid zone into the lap of the temperate. No country can be healthier than this. Here you have the tropics without their heat, and the summer of the North without its change. There is not in this delightful valley so great a change in the whole year as we experience here every day. And yet every variety of climate is within easy reach. The snow peaks are but a few hours away, and the climates of the whole world are upon every mountain's side. Unlike the countries above and below, it is

exempt from earthquakes and tornadoes—no lives having ever been lost by either.

The Government is republican in form, and the people are more prosperous than ever before. A system of common schools has been established, and is exceedingly popular. Catholicism is losing its power, and the most perfect religious liberty is guaranteed to all. The national credit has been firmly established, and the revenues are sufficient to defray current expenses, satisfy the demands of the Nation's creditors, and materially aid the construction of railroads.

Every day this country is rising in importance. The Government is aiding internal improvements, and holding out all the inducements within its power to hasten the construction of railroads, canals and manufactories. Every element of wealth is found in the United States of Colombia. All the precious metals—gold, silver, and platinum; all the useful—iron, lead, tin and copper; all the useful and beautiful woods; all the cereals—wheat, corn, (two crops a year), rye, oats, and barley. All the vegetables that exist; all the fruits—apples, cherries, plums, peaches, apricots, oranges, lemons, limes, bananas, grapes, and all others which you can think. Sugar cane is a perpetual crop. Rice grows in abundance; tobacco equal to that of Cuba, coffee not inferior to the best of Arabia, indigo unsurpassed in India or Guatemala, tea, indigenous, of most excellent quality, are all produced in the valley of the Cauca. In short, everything grows there except railroads. When they are built the country will be complete.

There never has been a better opportunity for the investment of capital. The land donated to the Company (two million and a half acres), will be of great value the moment the road is completed, and will bring in the market five times the original cost of the whole work.

We have published this little pamphlet simply for the purpose of calling attention of capitalists to this magnificent project, satisfied that no one can give it a careful perusal without coming to the conclusion that wealth will reward the energy that conquers the Andes.

CAUCA VALLEY MINING AND CONSTRUCTING COMPANY, }
PRESIDENT'S OFFICE, }
PEORIA, ILL., September 1st, 1872. }

To Robt. G. Ingersoll, Chas. H. Kingman, Day K. Smith, J. A. Modica, and others, Stockholders of the Cauca Valley Mining and Constructing Company, Peoria, Ill.:

GENTLEMEN: I have hastily thrown together the translations and remarks contained in this publication, without losing a moment, in order that you may, as soon as possible, possess yourselves of the facts therein set forth; any further report that you may require, will be forthcoming when you demand it. I have collected for the Company all the obtainable statistics that I imagined could be of any service to it; they can be seen at the Peoria office. I sincerely regret that Mr. Modica is not here at this time, as his suggestions would undoubtedly prove as valuable to the Company on this occasion, as they have been during the course of the negotiations in Colombia.

Very respectfully, yours, &c.

DAVID R. SMITH.

THE
Cauca Valley Mining & Constructing Co.

EXTRACTS FROM REPORTS, ETC.

EXPLANATORY.

About the first of December, 1871, the Board of Directors of the Buenaventura and Cali Railroad Company, in Cali, appointed a Commission to treat with Smith and Modica for the sale of their road and privileges. A contract was drawn up and signed, subject to the approval of the Board, and returned December 8th, with a report by the Commissioners, from which report will be found below a few extracts. Article I. of the proposed contract contained, in substance, the following:

The price of everything belonging to the Company is fixed at \$849,000, which is to be paid as follows, in thirty year seven per cent. bonds:

To the General Government,.....	\$800 000
“ the State “	30 000
“ T. C. Mosquera,.....	11 000
“ Individual shareholders, who have paid their instalments,	8 000
<i>Total</i> ,.....	<hr/> \$849 000

The following is the translation of a part of the above mentioned report of December 8th, 1871 :

ORIGIN AND MOTIVES OF THIS NEGOTIATION.

This negotiation had its origin in the patriotic motives of Mr. Jacob Jensen, who, aided by certain good sons of this country, made a voyage to California, with the object of forming, in the City of San Francisco, a company to develop the rich mines of coal and iron that exist in the suburbs of this city (Cali).

In California, Mr. Jensen had occasion to become acquainted with the distinguished civil engineer, David R. Smith, through honorable recommendations of the Columbian Consul and other distinguished persons. Once in relation with Mr. Smith, Mr. Jensen presented the samples of iron and coal, which were scientifically analyzed, and pronounced to be exceedingly good. Mr. Jensen spoke likewise to Mr. Smith of our road to Buenaventura, and the latter gentleman promised Mr. Jensen to take both matters into consideration, and endeavor to organize a company that would carry out one or both of these enterprises ; promising, also, that at the proper time, not very distant, he would visit this country.

Mr. Jensen returned, bringing those hopes which we are now seeing realized. Mr. Smith has made his word good ; and, owing to his efforts, there has been organized a respectable company in the United States, for the objects expressed, that have begun their work by sending Commissioners, composed of Mr. Smith and the estimable Mr. Frank B. Modica, who are among us, and who, having studied the country, have resolved to initiate a contract for the construction of a railroad from Buenaventura to this city, giving a motive for this publication. These antecedents give us the fact that Mr. Smith comes to us announced and accredited beforehand, by the honorable and patriotic Jacob Jensen, and assure us that he is not one of the many adventurers that present themselves among us from time to time, without credentials of any kind.

Mr. Smith having known, before leaving California, that a company in this city were owners of the exclusive privilege of building a road from this city to Buenaventura, as soon as he arrived here, presented a memorial to the Board of Directors, proposing the initiation of a contract for the purchase of the privilege, and of the part of the road already completed, and in view of this memorial, the Board of Direct-

ors, after long and patient conferences with Smith and Modica, presented to this Commission the project of a contract that has formed the basis of the contract herewith presented.

From the time that the Board of Directors, in its session of February 12th, of the present year, in view of the report of the General Superintendent, authorized the Executive Council to contract for a railroad from Sucre to the sea, and to negotiate a loan of \$250,000 for that purpose, the Executive Council has not failed to take some steps in the matter, although without obtaining any satisfactory results, and the Board of Directors should not fail to take advantage of the arrival of Smith and Modica to close the contract that it is already disposed to celebrate.

The grave difficulties that present themselves, from day to day, in the completion of the mule road, as it advances towards the coast, the clayey nature of the soil, that will always make bad roads in wet weather, the scarcity of gravel or stones suitable for macadamizing, the excessive rains near the coast, that will render the road impassible without macadamizing, and make the expense of keeping it even in tolerable repair very great, the great damage that is constantly being done to goods in transit, from frequent and unavoidable wettings, the rain fall being almost constant between Pureto and the coast, the constantly increasing demands of commerce, and other considerations, have generalized the opinion, that it is necessary to move at once for the construction of a railroad, even if only for a horse railroad. And it is this idea that has been the motive for the two last resolutions of the 12th of February and the 3d of the current month, and has stimulated the Executive Council in the preliminaries for, and this Commission in the celebration of, the contract with Smith and Modica, for the construction of a railroad from this city to Buenaventura, and particularly that part of the railroad that would connect the extremity of the mule road already completed to Sucre, with the sea, &c., &c.

The whole matter of the transfer of the rights of the old Company to the Company represented by Smith and Modica, was subsequently placed in the hands of the General Government, and the final arrangement is expressed in Article XXVII. of the contract of July 6th, 1872. From some of the documents published for and against the enterprise about this time, in Cali, we translate the following:

FROM A PLACARD OF NOVEMBER 26TH, 1871.

To talk of Liberals and Conservatives in those moments when civilization comes knocking at our doors, called here by the honorable and modest patriot, Jacob Jensen, and in the person of the representatives of the honorable house of Smith, Modica & Co., of Chicago, that proposes to construct a railroad from this city to Buenaventura, explore on a grand scale our mines of iron and coal, is to deny the well known axiom that the new world asks only population and capital of the tottering nations of Europe, to realize in its bosom the dream of indefinite progress under the imperial banner of social liberty and individual rights; and to-day, that we have amongst us the representative of the so much needed capital, we must not let slip this occasion to transform this paradise lost into a paradise found for the peaceful dwelling place of humanity.

Citizens of Cali! if you wish that our city may become a great capital, and the valley of the Cauca the amphitheatre of industry, remunerated and remunerative, vote next Sunday for the following list of municipal officers, &c., &c.

FROM A CIRCULAR SIGNED BY NUMEROUS INFLUENTIAL CITIZENS.

Six years ago, at the time of recommencing the work on the Buenaventura road, it was said that this road was about to become a happy reality, and this prognostication, inspired by a faith in the future of our country, has been in grand part fulfilled. Now we are about to give to Cauca the glorious news that their golden dream of the conversion of this road into a railroad is about to be realized, and the enterprising foreigners that have come with that object in view, should receive the favor and assistance of the present Company and of the State and National Government. The recommendations brought by Messrs. Smith and Modica are exceedingly honorable, and these gentlemen represent a company of rich and respectable citizens of the North American Union, organized for the purpose of constructing this road, and for exploring the coal and iron mines of the valley. But without any such recommendations Messrs. Smith and Modica inspire full confidence by the loyalty of their proceedings, by their evident aptitude for carrying out the grand enterprise upon which they are engaged. It is only necessary to become slightly acquainted with them to recognize at once their honorable and dignified character, their prudence and tact as men of business, and their practical knowledge of the most minute details of the matter in hand; and further,

their manners and education, united with a fine, modest and affable bearing, make us perfectly ready and willing to guarantee that they are very far from being adventurers, that treat the matter simply as a speculation for putting a little money in their pockets without regard to the faithful carrying out of the enterprise. They look for and wish to make a profitable business for themselves; but if the business proves good for them, it will not prove any less good for the country. Railroads, more than anything else, tend to raise a country from obscurity and poverty to a high grade of prosperity and wealth; and such would be the effect of this railroad to the Cauca more than any other railroad to any other country, &c., &c.

FROM ANOTHER CIRCULAR.

The simple announcement of the mission of these gentlemen is sufficient to awake in our hearts the most lively and flattering hopes, and cause us to anticipate a transcendental industrial future for the Cauca. Rapid and cheap communication that will facilitate the exportation of our products, is the only method of increasing our internal prosperity and of creating a foreign commerce. Of what value is it to us that we may produce on the grandest scale, and of the best quality, the most valuable articles in the world, if the cost of transportation and the humidity of the transit to the coast make the traffic unprofitable, &c.

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TRANS-CONTINENTAL ROUTES.

FROM THE "DIARO DE CUNDINAMARCA," BOGOTA, MAY 1st, 1872.

The citizen President of the Union has presented to Congress the message that may be read in continuation, together with certain "Bases" agreed upon for the celebration of a contract between the Government and the Cauca Valley Mining and Constructing Company, for the construction of a railroad between the port of Buenaventura and the river Cauca.

We do not doubt for an instant that Congress will adopt the ideas of

the President, and consequently pass a law giving ample powers to him to begin the construction of trans-continental lines for transportation, passing through the central and most populated parts of the country, and open for Colombia the most brilliant career of prosperity in the immediate future, that it is possible to imagine.

A railroad starting from the port of Buenaventura, reaching the Cauca River, and following the valley of that river to Medellin, and continued from that city (Medellin), following the line explored by the Engineer Griffin, to a point on the west bank of the river Magdalena, about opposite the mouth of the river Carare, would form, with the Lower Magdalena and the Sabanilla Railroad, a magnificent trans-continental route, that only requires four hundred and fifty miles of railroad.

A railroad starting from the port of Villamizar, on the Zulia, passing through San Jose de Cucuta, following the line discovered by Gonzales Vasquez, between San Jose and Lake Paturia, and from there following the line already surveyed from Paturia to the department of Soto, and thence crossing the centre of Santander, the territory of Boyaca, and the port of Cundinamarca, and thus to Bogota, to be prolonged from Bogota in two directions, towards the Meta River to the east, and towards the Cauca Railroad to the west, crossing the territory of Tolima, would form another magnificent trans-continental route. And this line would measure, from Zulia to Bogota, three hundred and ninety miles, and when extended to Cartago, not exceeding six hundred miles, for the distance between Bogota and Cartago does not exceed two hundred and ten miles.

Every line connecting these two lines with each other, and every branch line connecting the second (known to the public as the Northern Railroad) with the rivers Arauca or Meta, provides a new trans-continental or inter-oceanic route, opening up immense regions of the most fertile and productive territory in the world. A branch starting from near Chequinquirá, and terminating near the mouth of the river Carare, would put the whole of the interior of the Republic in connection with the route from that point to the port of Buenaventura. This branch would be about one hundred and twenty miles long. Chiquinquirá would then be at the distance of five hundred and seventy miles from the port of Buenaventura. That is to say, within twenty-four hours of the Pacific Ocean. We could go from Bogota to Buenaventura in twenty-eight hours. We could leave one day at eleven o'clock in the morning, and be in Buenaventura on the following day, at four o'clock

in the afternoon, after having crossed the northern part of Cundinamarca, the western part of Boyaca, the southern part of Santander, the valley of the Magdalena, passing through the heart of Antioquia, and the valley of the Cauca.

Let us suppose that the four hundred and fifty miles of railroad between Buenaventura and the river Magdalena are constructed ; also the three hundred and ninety between the Comarca de Cucuta and Bogota ; likewise the one hundred and twenty between Chequinquirá and the Magdalena, as well as the two hundred and ten between Bogota and Cartago ; in all, one thousand one hundred and seventy, or, in round numbers, twelve hundred miles.

With twelve hundred miles of railroad built immediately, with the aid of the government, all the bad conditions and impediments to the country will have disappeared, and the country will attain at once a grade of prosperity, order, power, and credit, that will cause it to be envied by every other nation on the continent.

The railroads that are actually under construction in Peru, comprise an extension of more than twelve hundred miles ; and Peru has not, as we have, three millions of inhabitants. Less than our own is the number of inhabitants of Switzerland, and they have more than eighteen hundred miles of railroad. Chili and the Argentine Republic will have, within a few days, each, more than twelve hundred miles of railroad. If one hundred and fifty thousand people, that inhabit Costa Rica, have been capable of constructing one hundred and fifty miles of railroad, three millions of people that inhabit Colombia, should be able to construct three thousand miles. Does any one think that the population of this Republic is less civilized, less industrious, less energetic, less intelligent, less educated, and has less spirit than the people of that small section of Central America ?

The United States has thirty-six millions of inhabitants, and thirty thousand miles of railroad, and in the same proportion, the Colombians should be able to construct at least two thousand four hundred miles. We, as has been indicated by the citizen President, should make haste and begin the construction of our net work of trans-continental routes, beginning with the line between Buenaventura and Cali, to set at work the immense latent productive faculties of the State of Cauca, and with equal, or even more, determination, hasten along the Northern Railroad, either carrying along the trunk, or opening the branch to Carare, or prolonging the trunk to the lake of Paturia, or some other suitable point on the Lower Magdalena, but always with a view

to reaching Cucuta, and, in time, crossing Venezuela to the Guaira.

Once that Venezuela is persuaded that this country will finish the construction of the railroad from Bogota to Zulia, the population of that country will dedicate the enthusiasm and the force that at present is expended in civil wars, to the continuation of this railroad through the heart of the country to the Atlantic, and in this manner it will come about that the locomotive will establish between Colombia and Venezuela, that intimate union that could never be accomplished by Bolivar nor Zea, nor the Congress of Guyana, nor the Congress of Cucuta, nor the Convention of Ocana, nor the Admirable Congress, nor any other political combination of any kind.

We do not believe that these ideas will be considered as a dream, or the project as an impracticable one. That which may be truly called a dream, chimera or fantasie, is the belief or idea that it is possible for the Republic to advance or continue to exist, without beginning in earnest the construction of railroads; the belief or idea that the intelligent and active people of Colombia, aspiring, and instinctively inclined to the great and the useful, will conform in future to the condition of inferiority with which it begins to contemplate its industrial position, as compared with other Spanish American communities; the belief or idea that in the future it will tolerate inert administrations, that initiate nothing, and never devote themselves to the study of the true means of progress, or of the enterprises that this study makes appear indispensable.

PRESIDENT'S MESSAGE

To the Senate and Citizen President of the Senate :

On the first of last month, I had the honor to present to Congress a plan for a system of railroads, that, in its realization, would establish through the centre of the most populated parts of the country, from Atlantic to Pacific, a rich stream of traffic.

Following up this idea, which is in exact accordance with the powers

delegated to the Federal authority by clause 6th, Article 17, of the Constitution, for "regulating the inter-oceanic routes that already exist, or that may be opened, in the territory of the Union, and for regulating the navigation of those rivers that pass through the territory of more than one State, or pass into the territory of a neighboring country," I have approved, for my part, the basis of a contract in the course of definite adjustment between the Secretary of State and the American citizens, Smith and Modica, representatives of an American company, organized in the State of Illinois, entitled "The Cauca Valley Mining and Constructing Company," for the purpose of constructing and maintaining a railroad from the Pacific Ocean to the river Cauca, near Cali.

In my opinion, the Union should take upon itself to provide for a central inter-oceanic road or route, although it might not be able immediately to complete the whole of it. To meet and connect with this central route, branch roads will be constructed from the several States, with or without the aid of the General Government. This road or route should start from the port of Buenaventura, reach the river Cauca, follow the course of that river to Cartago, and from there, by the most practicable route, pass through the State of Tolima, and reach the plains of Bogota, upon which this capital is situated, to continue through the States of Boyaca and Santander and the Lower Magdalena, to Sabanilla and Santamarta, on the Atlantic.

Two divisions of this great central line may be commenced at once, the two that are most urgently demanded, and will be most immediately and certainly profitable. First, that to which the basis of contract that accompany this message relates ; and, second, that from this capital to the Lower Magdalena.

This session of Congress being about to terminate, and being desirous that the work that Smith and Modica propose to undertake should not be delayed, I have deemed it sufficient to submit to you the basis agreed upon, in order that, if you approve of constructing the great central route at the charge and on the account of the Union, and esteem as good the basis of contract agreed upon, you may immediately pass a law to that effect, authorizing the final adjustment of other contracts, that the construction of other portions of the road may require.

The vast proportions of this project should not intimidate us. For a young people there are no insurmountable difficulties. As we have

copied the free institutions of the United States of America, let us arm ourselves with a confidence equal to theirs, in the destinies of the new continent, stimulate ourselves with equal energy, and, without vacillation, rival them in activity and determination in developing our resources. They began and completed, in the midst of their terrible civil war, the trans-continental railroad that, beginning in New York, terminates in San Francisco, crossing the Rocky Mountains, and traversing immense deserts, a railroad very nearly four thousand miles long. And not content with this, they are at this moment engaged in constructing two other parallel roads, one to the north and the other to the south. The route which I take the liberty of proposing to you only requires the construction of 600 miles of railroad, because it will be a land and water route. The navigable waters of the rivers Cauca and Magdalena will form a great part of it.

Once that the division from Buenaventura to the Cauca is completed, we must expect a very considerable increase in the industry of that most fertile and wonderful valley; the exportations of sugar, tobacco, coffee, and many other valuable products, will be at the very least trebled, and the income from the Custom House be correspondingly augmented, furnishing funds with which to assist the navigation of the river Cauca, and the means of facilitating the advance of the locomotive to the interior of the Republic. The central cordillera of the Andes may prove so much of an obstacle to continuing the road from Cartago to the upper Magdalena, as to make it necessary to postpone its construction; and in that case we must content ourselves with the indispensable mule and cart road. The division from this capital to the river Magdalena promises, from the wealth and population of this part of the country, to develop a prodigious industrial activity, which again will wonderfully augment the Custom House receipts, giving resources sufficient to prolong this line to Cambao or Jirardot.

I am of the opinion that the greatest difficulty will be overcome when the work is begun on these two divisions, because our timidity and lack of confidence will have disappeared, our spirits will be animated, and the continuation of the great work will proceed of itself, and our progress and activity be accelerated in geometrical proportion. The Union will be abundantly able not only to realize and maintain this great central route that will be under its immediate jurisdiction, as the Panama Railroad is, as the navigation of the great rivers is, and as the Isthmus Canal will be, but it can also assist branch roads from the different States that come and terminate in the great central line, like, for instance, the line from Medellin to the river Magdalena.

Should Congress in its wisdom consider this project realizable, I do not doubt that, notwithstanding the short time that remains this year, it will give this matter the preference, and impart to it, in the proper terms, their legal sanction.

I am the attentive Servant of the President of the Senate,

MANUEL MURILLO.

BOGOTÁ, April 27, 1872.

CONTRACT

FOR THE CONSTRUCTION OF A RAILROAD BETWEEN THE PORT OF BUENAVENTURA
AND THE RIVER CAUCA.

[Translated from the "Diario Oficial of Bogota," of July 11th, 1872.]

Aquileo Parra, Secretary of State, (Hacinda and Fomento) of the Government of the United States of Columbia, with the express authorization of the Executive Power, for one part ; and for the other part David R. Smith, Esq., and Frank B. Modica, Esq. The first, said David R. Smith, being President of the Company, duly organized in the State of Illinois, United States of America, entitled, "The Cauca Valley Mining and Constructing Company," and said Frank B. Modica, the second, Superintendent of Construction of the said Company. Both said Smith and Modica being provided with full powers, conferred on Smith and Modica in the City of Peoria, County of the same name, State of Illinois, the twenty-fourth of February of the current year (1872), as appears from the documents, duly authenticated, that have been had in sight, and that are annexed, have celebrated a contract for the construction and operation of a railroad in the place and with the conditions hereinafter expressed, as follows :

ARTICLE I.

The Company, "The Cauca Valley Mining and Constructing Company," obliges itself to construct and put in public service a steam railroad, between the sea-shore, where it forms the Bay of Buenaventura, and the west bank of the river Cauca, in the sovereign State of Cauca, within the term of four years from the date that the present

contract is approved by the President of the Colombian Union. The survey of the route for the construction of the railroad will commence within six months, and the construction of the road within one year, counting the one and the other time from the beforementioned date ; and the fact of the completion of the road in all its extent, and of its being placed in public service, will be summarily proved before the Executive Power, at the solicitation of the Company, in accordance with the evidence to that effect, examined by the Company and an Agent appointed by the Executive Power for that purpose. For the purpose of the payment of the quantities that the Government must deliver to the Company in character or quality of guarantee of interest as hereinafter expressed ; the railroad will be considered finished within the above-mentioned four years, as soon as one loaded train passes over the whole extent of the road, without inconvenience whatever ; but the Company must have at least complied with the 1st, 2nd, 6th, 7th, 16th and 17th sections of the following article.

ARTICLE II.

During the first ten years, counting from the date upon which the road is opened to public service, in accordance with the stipulations of Article I., said railroad must conform to the conditions expressed in the following sections :

SEC. 1. The minimum width between the rails shall be seventy-five centimeters (30 inches).

§ 2. The maximum grade shall be one in twenty-five, or four per cent. ; and the grades and curves throughout the line shall be arranged in such a manner that any one of the locomotives used in through service may move over these grades a gross weight of eighty tons, including the weight of the locomotive, and with an average velocity of fifteen kilometres (nine miles) per hour, exclusive of the time that the train may have to lose by reason of detentions on the road.

§ 3. The road must have due solidity, in order to render it permanently serviceable, and to secure the decrease of the expenses of maintenance (conservacion) ; the bridges and viaducts shall be of iron, when the span exceeds three metres (10 feet), and the abutments of all the bridges must be of iron, stone or brick.

§ 4. All the works of art, whether of iron, wood, stone or brick, shall be made of the best materials, and constructed in a workmanlike manner.

§ 5. The road shall be duly ballasted at such points as may be

necessary ; and where ballasting is not necessary, the spaces between the ties shall be filled sufficiently to cover the ties.

§ 6. In those places where public or private roads cross the line of the railroad, suitable crossings shall be provided, with the necessary provisions against accidents.

§ 7. The form of the rails shall be that denominated "T."

§ 8. The rails shall be of iron of the best quality, and their weight shall not be less than twenty-five kilogrammes per meter (50 lbs. to the yard).

§ 9. The ties shall be of Guayacan, or of other wood equally durable, and shall be twenty centimeters (8 inches) in width, by twelve centimeters ($4\frac{8}{10}$ inches) in thickness.

§ 10. In curves of less than two hundred meters (220 yards) radius, the rails must be bent to correspond to the curvature.

§ 11. The ties will be placed at a distance of seventy-five centimeters (30 inches) apart, from centre to centre, and closer together at the joints of the rails, according to custom.

§ 12. There shall be constructed two principal stations, one at each end of the railroad, of the dimensions that the traffic requires ; and, as the traffic increases, the dimensions and the accommodations at these stations must be increased by the Company, without any increase in the quantity or sums destined as a guarantee by the Government, as hereinafter expressed.

§ 13. The edifices of the two principal stations shall comprehend a furnished saloon for first-class passengers, and another for those of the second class ; also separate offices for receiving and delivering baggage, furnished with the necessary furniture and apparatus ; also an office for forgotten baggage ; also vaults or water closets for first and second class passengers—those for males separate from those for females ; and any other accessory or necessary accommodations for the railroad and the traffic.

§ 14. The passenger and baggage station shall be separate from the freight station ; the freight station shall comprehend an edifice for freight, with separate departments for receiving and delivering the same ; an edifice for locomotives, an edifice for repairing locomotives and cars, with all the machinery and utensils necessary thereto ; places of deposit for water, wood and coal ; the necessary arrangements for the convenient loading and unloading of animals ; and the sheds, houses or roofs necessary for the cars.

§ 15. At intermediate points where the traffic requires the establishment of secondary stations, the Company shall construct the necessary edifices, and these as well as those mentioned in the foregoing sections, shall be as large and convenient as the traffic demands, well constructed and of the best materials, not being in anything inferior to those generally used in this class of constructions.

§ 16. The rolling stock shall consist of the number of locomotives and cars that the traffic requires; but at the time that the road is opened to the service of the public, said stock must consist of at least two locomotives and thirty cars; each one of these locomotives must have sufficient power to move up a four per cent. grade with a velocity of fifteen kilometers (9 miles) an hour, a train with a gross weight of eighty tons, including the weight of the locomotive.

§ 17. The cars for passengers, of first and second class, must be at least equal in quality to those that are at the present time used on the Panama Railroad.

§ 18. If in ten years after the completion of the railroad, and its being put in public service according to the first Article of this contract, the Company has not complied with all the conditions imposed by the present Article, the Government from that time forward will have to pay nothing to the Company; and if within two years afterwards, that is, at the end of twelve years after the road has been opened to the public, the Company has not complied with all the stipulations of the present Article, this privilege (or contract) shall be forfeited.

§ 19. The fact of having complied with the conditions of the present Article shall be proved in the manner established in the first Article of this contract.

ARTICLE III.

In receiving and delivering goods that are transported by the railroad, the Company must conform to all the Custom House regulations.

ARTICLE IV.

The use, enjoyment, usufruct profit (*usufructo*) of the railroad, and all that appertains to it, shall belong to the Company for the term of sixty years, counting from the day on which the whole road is opened to public service.

ARTICLE V.

During the term of four years that the Company has for construct-

ing the road, it (the Company) may put in operation and public service any part of the road that may be completed.

ARTICLE VI.

At the expiration of the sixty years during which the usufruct of the railroad belongs to the Company, said road shall pass to the Republic of Colombia, with all that appertains to it, and the Government shall pay nothing for the title as a price or indemnification.

ARTICLE VII.

During the sixty years that the usufruct of the railroad belongs to the Company, said Company is obliged to maintain it in good condition, and serve it with all security, and with all the facilities that the commerce may require. At the time that the road and its appurtenances are delivered up to the Government, they must be in a condition for service equal to the best condition that they may have been in at any time; the rolling stock being neither inferior in quantity or quality to that with which the road was provided when in its best and most serviceable condition.

ARTICLE VIII.

Fifty-five years after the road is finished according to the terms of Article I., the Government of the Nation may exact from the Company a guarantee equal in amount to the net product of the enterprise, during the next preceding five years, for the purpose of securing compliance with Article VII.; and the Company shall be obliged either to give this guarantee or deliver up the road to the Government during the fifty-sixth year, considering the privilege forfeited from the fact of not having presented the guarantee.

ARTICLE IX.

After the entire completion of the railroad and its appurtenances, and when the National Executive Power esteems it convenient, the Company shall order to be made at its expense, for the purposes of Article VII., a map of the land occupied for railroad purposes, giving legal notice to the owners of adjoining lands; and also make an inventory of all the works, annexes, and appurtenances of the road, that are to be delivered to the Republic at the time of the expiration of the

privilege (or contract). The Company shall also cause to be made, at its expense, a description of the bridges, aqueducts and other works of art that may have been constructed, and that are to be ceded to the Republic, as hereinbefore said. The Government has the right to name, for its part, an especial engineer or commissioner, who shall inspect the operations to which this article relates, in order to be able to testify to the exactitude of the maps, inventories and descriptions mentioned in this article, in order that said maps, inventories and descriptions may be considered exact for the purposes of Article VII.

ARTICLE X.

The Company cannot impose a higher tariff than the following: Five dollars (\$5) for each through passenger, transported in cars of ordinary construction (good, comfortable cars), and two cents through freight for each kilogramme ($2\frac{1}{4}$ lbs) weight, of whatever kind; for bulky articles, the Company may charge, for through freight, five cents for a space equal to the cube of twenty centimeters (16 cents per cubic foot); for packages or articles of less weight than fifty kilogrammes (112 lbs.), the Company may add twenty per cent. to the above rate; for way freight or passengers that are transported a distance equal to or exceeding one-half the length of the road, twenty per cent. may be added to the foregoing rates, and fifty per cent. when the distance is less than one-half the length of the road.

ARTICLE XI.

The Company shall transport the effects belonging to the Nation or the State, as well as the persons and materials belonging to the army or troops of the Nation or the State, for one-half the tariff price. The mails and messengers of the Nation or State, and the mail bags or packages under their charge, shall be transported on the days and at the hours determined by the postal regulations; but if, in order to perform this service, it becomes necessary for the Company to employ extra trains or cars, the price to be paid by the Government will be matter for equitable arrangement.

ARTICLE XII.

Among the constructions to be made by the Company, are determined the following: A pier or wharf connecting the terminus of the road, at the Bay of Buenaventura, with the point where heavy draught

ships may float at high tide ; also, at the river Cauca, the apparatus necessary for passing, with entire security, from the railroad to the steamboats, and vice versa. To complete the pier or wharf in the Bay of Buenaventura, two years more time is conceded to the Company, said two years counting from the day on which the whole road is placed in public service.

ARTICLE XIII.

The pier or wharf to be constructed in the Bay of Buenaventura, must have sufficient solidity to support the loaded trains of the railroad, and permit their passage over its entire length ; and the fact of its being completed and placed in public service, will be proved before the Executive Power, in the manner already established in Article I. of this contract.

ARTICLE XIV.

When the pier or wharf is completed, it will be considered as a part of the railroad, but the operation of passing persons and things, from the wharf to the ship, and vice versa, will be subject to the following charge or toll : Ten cents for each person, and ten cents for every fifty kilogrammes (112 lbs.) weight.

It is understood that the right of embarking and disembarking passengers and freight that passes over, or is to pass over, the railroad, will be an exclusive right of the Company, established or taking effect as soon as the road is finished to the river Cauca, and the wharf in the Bay of Buenaventura is completed. For the transfer of goods and passengers from the road to the steamers, on the river Cauca, and vice versa, the Company may charge the same as from the ship to the wharf in Buenaventura, as beforementioned in this article. The operation of passing goods or passengers from the wharf to the ship, in Buenaventura, and vice versa, or from the railroad to the steamboat, in the river Cauca, and vice versa, is the business of (in charge of) the Company, in which operation the Company may employ the men or machinery required. It is understood that the wharf in the bay, and the constructions that are made at the river Cauca, and also the machinery and apparatus established or employed for the transfer of passengers from the ship to the shore, and vice versa, shall form a part of the appurtenances of the railroad that the Company is to deliver, in good condition for service, to the Government of the Republic, at the end of the sixty years, during which the usufruct of the railroad belongs to the Company (usufructaria).

Notwithstanding the exclusive right beforementioned in this article, the Company cannot concede privileges nor preferences to particular persons or things, with respect to embarkation, or disembarkation, or transportation over the railroad. It will be their duty to embark, or disembark, and transport over the railroad, all the passengers and merchandise in the order in which they arrive at the port; but the passengers or merchandise that may have to pass over the railroad on account of the Government, will have the preference, when the Government may require or demand that such preference be given. The toll or charge of ten cents to which this article refers, will be computed as a part of the product of the railroad.

ARTICLE XV.

Six months after the signing of this contract, the Company will deposit in the Bank of Bogota, to the order of the Government, the amount of twenty-five thousand dollars (\$25,000), which sum the Company will lose, as a fine or forfeit, if, at the expiration of the time indicated in this contract, the Company has not begun and completed the railroad.

These conditions being complied with, the twenty-five thousand dollars will remain again at the disposition of the Company.

ARTICLE XVI.

All questions that may arise about the meaning, or understanding, or fulfillment of the present contract, will be decided by the courts and tribunals of the United States of Colombia.

ARTICLE XVII.

The cost of the railroad, including the wharf in the Bay of Buenaventura, and the apparatus for transferring from the road to the steamboats in the river Cauca, and all accessories and appurtenances of said railroad, wharf and apparatus, is estimated at seven millions of dollars (\$7,000,000). This estimate is made for the purposes of the present contract, and cannot be changed or invalidated, for any reason whatever, neither by the Government nor by the Company, whatever the actual cost of the work may be.

ARTICLE XVIII.

The Government obliges itself to deposit the following sums in the

bank known by the name of the Bank of Bogota, or in any other that the Executive Power may designate, always under the responsibility of the Government: One hundred and five thousand dollars (\$105,000) in each one of the three last years of the term that the Company has to construct the railroad in, and two hundred and ten thousand dollars (\$210,000) annually for the term of twenty years, beginning on the day on which the whole road is placed in public service. The railroad being completed according to the terms of Article I. of this contract, the Company will receive the sums deposited during the preceding years, as in payment of the interest due to the capital employed in the work. The sum of two hundred and ten thousand dollars that the Government is to deposit annually after the beforementioned three years, will be applied, in whole or in part, to cover the deficit that will result to the Company if the products of the enterprise are not sufficient to cover the cost of maintenance and service (*conservacion i servicio*), and also the interest of seven per cent. on the seven millions of dollars beforementioned; and it is understood:

First—That whatever this deficit may be, the Government is not obliged to give more than the said two hundred and ten thousand dollars.

Second—If said deficit should be less than two hundred and ten thousand dollars, the Government is only obliged to give a sum equal to said deficit.

Third—If during three consecutive years, there is no deficit, the Government is not obliged to deposit any sum whatever.

Fourth—If in any year of the stipulated twenty, the products or earnings of the enterprise decrease so as to leave a deficit, the Government will again continue to deposit the sum of two hundred and ten thousand dollars annually, until the enterprise again covers its expenses for three consecutive years. The earnings of the railroad from passenger and freight traffic, before it is completed, shall enter into the account of the earnings during the first year that the whole road is in operation. For the purposes of this contract, the Company's expenses shall be considered as of three kinds:

1st.—Expense of *construction, equipment, apparatus, and consolidating and perfecting the road*, which comprehends all the capital that the Company has to invest in new works and new apparatus during the whole time to which this contract relates; to comply with the stipulations of Article II., and which, no matter what the amount

really may be, will always be considered neither more nor less than seven millions of dollars.

2nd.—*Expense for maintenance* (Gastos de conservacion), which comprehends all those sums that the Company will have to expend in repairing, replacing, and preserving in their best condition, all the works, apparatus and utensils appertaining to the railroad, or to the service of the same.

3rd.—Expenses of *administration, or service, or operation* (administracion o servicio), that will comprehend all those sums that the Company will have to expend in paying employes, operating the road, &c.

ARTICLE XIX.

The Republic pledges the part of the products of the Custom Houses of Buenaventura, Tumaco and Rio Sucio, now free, and any part that may be free in the future, by virtue of any laws or agreements, to destine said products or free part, to the deposit of the sums that said Government has to deposit, to comply with the terms of this contract. It is understood that this free part cannot be pledged or compromised for any other purpose whatever, nor can any document of public credit be drawn against it; and if said free part is not sufficient to complete the sum that the Government has to deposit, the Government will complete said sums with the product of other rents of the Nation. No other draft will be admitted against said free part, except that which will be made by the Bank of Bogota, or the bank designated by the Executive Power, according to Article XVIII., for the hereinbefore-mentioned deposits to be made by the said Government.

ARTICLE XX.

The Government sells to the Company one million of hectaras (2,500,000 acres) of wild lands, at the rate of twenty-five cents per hectara (ten cents per acre); these lands shall be selected by the Company, and divided in alternate lots of ten thousand hectaras (25,000 acres), each in such a manner that between each two lots of the Company, or at the side of each of them, there shall be separated an equal one for the Government. When the extent of a piece of wild land to be appropriated under this contract may be less than twenty thousand hectaras, said land shall be divided in two equal portions, one for the Government and the other for the Company. One half of the cost of surveying each lot so sold to the Company, shall be at the expense of the Company.

The Company may dispose of the said million of hectares of land on the following terms: One one-eighth part when one-quarter of the road is finished, three one-eighth parts when one-half the road is finished, and the rest when the work is completed according to Article I. of this contract. The surveys of the lands shall be made by surveyors appointed by, and contracted with, by the Government. It is understood that the Company is obliged to return to the Nation, without any indemnification, the lands that may be denounced as being located in a zone appropriated to the inter-oceanic canal; and for the lands that the Company may lose in such zone, an equal quantity or amount shall be granted to them by the Government in some other locality. In the sales or alienations of wild land in the State of Cauca, to the south of $5\frac{1}{2}^{\circ}$ north latitude, and to the west of the meridian 1° east of Bogota, the Government shall reserve lots of ten thousand hectares at the side of those that it alienates; and those appropriated or alienated by the Government, cannot be, in any case, greater than ten thousand hectares, in order that the Company may have from where to select the lots that correspond to them.

This obligation of the Government shall continue in force for the term of eight years, counting from the date of the present contract; and if, at the expiration of this term of eight years, the Company shall not have selected the entire million of hectares that correspond to them, said Company shall have to select the remainder wherever they are to be found in the Republic, not appropriated, and in alternate lots, as hereinbefore stipulated.

ARTICLE XXI.

The Republic retains the right to be paid the amount of the sums that they may have advanced or paid out in compliance with the stipulations of this contract, as well as of the value of the wild lands, in the following terms: As soon as the Company has been reimbursed the seven millions of dollars in which is estimated the value of the railroad and the expenses of maintenance and operations (*conservacion i servicio*) of the road, the net earnings of the enterprise shall be applied to paying said sums; but if, at the expiration of the sixty years, there should yet remain any sum due the Government, this sum, or debt of the Company, shall be considered totally extinguished.

ARTICLE XXII.

The railroad, and everything that appertains to it, shall be free from

all taxes or contributions whatsoever, either of the Nation, State, Municipalities or Districts, or any other political entity or corporation whatever.

ARTICLE XXIII.

The enterprise shall be considered as one of public utility, and, therefore, the laws of expropriation shall be applied to all the lands that may be necessary for the establishment of the line of the road, stations, wharves and embarkations; if the lands belong to the Nation, they shall be given to the Company without price. The road, and all that appertains to it, shall be considered as the property of the Government, but without said Government having any right to its usufruct, which right, in the terms of this contract, belongs to the Company.

ARTICLE XXIV.

After the first of January, of one thousand eight hundred and seventy-three (January 1st, 1873), the Company must have, permanently, in the Territory of Colombia, a representative provided with the powers necessary to represent the Company before the authorities of the country, in everything that has any relation to the enterprise; and of the appointment of this representative, the Company must duly inform the Government.

ARTICLE XXV.

The Company is obliged to keep and legally prove its accounts, and to present them for examination to the employe that the Government shall name for that purpose; this employe shall be paid by the Government, and of his appointment the Government shall give due notice to the Company.

ARTICLE XXVI.

All the machinery, tools, and all materials of construction, or for the maintenance and operation, administration or service of the railroad or its appurtenances, as well as all provisions or food for the use of the men employed in the construction of the road, shall be free from the payment of importation, tonnage, or other duties. It is understood that the exemption from the payment of duties on provisions, for the consumption of the employes, shall cease when the road is completed.

ARTICLE XXVII.

The Government, making use of the ample powers conferred upon it by the Buenaventura Wheelroad Company, cedes, in the name of that Company, all the shares of the said Wheelroad Company to the Railroad Company; by virtue of which cession, the said Wheelroad Company shall put itself in liquidation, as soon as the construction of the railroad is commenced. The following are conditions of this stipulation :

First—The road and all that belongs or appertains to the said Wheelroad Company, exclusive of what the National or State Government may owe to said Company, is ceded to this contracting Railroad Company; and,

Second—This Railroad Company shall pay the value of the shares belonging to private individuals that may have been paid up (que tengan consignado), with thirty year seven per cent. bonds. The part shares or interest belonging to the sovereign State of Cauca (el credito del estado soberano del Cauca), will constitute a capital that will begin to receive its proper proportion of the profits or dividends from the time that the Republic enters into possession of the railroad, calculating, for this effect, that the road is worth seven millions of dollars.

ARTICLE XXVIII.

The Government shall allow the Company to place a telegraph line upon the posts of the Government line from Buenaventura to the river Cauca, the Company bearing one-half the expense of maintaining said posts; but the Company may, if it pleases, establish a separate line for its own use, between the port of Buenaventura and the river Cauca.

ARTICLE XXIX.

One year after the road is open to public service, or before, if the Company pleases, the Company obliges itself to place upon the river Cauca one or more steamboats; said steamboats shall be exempt from all National taxes or contributions, for the whole time that the Company shall have possession of the road; but it is understood that the steamboat enterprise is entirely separate and independent from that of the railroad, and that the Company is at perfect liberty to fix its own tariffs for the transportations that are made in said steamboats, without any other obligation than to give the preference, in order of transportation, to the employes, and goods of the Nation and State, and the personel and material of the troops of the Nation and State.

ARTICLE XXX.

The Company obligates itself not to lend the service of its road or of its steamboats, to transport persons or effects, the transportation of which is prohibited by the Government of the Nation or State; and to comply with the police regulations that said Governments dictate.

ARTICLE XXXI.

The Company acquires from the present time the right to construct, with its own funds, from the river Cauca to the river Magdalena, a railroad as a continuation of that from Buenaventura to the river Cauca, or as a part of the trans-continental route; and the Government shall consider the work as of public utility, and apply the Laws of ex-proprietation relative to Houses and Lands, (*bienes raices*), that the Company may require to construct the road and its appurtenances. The Company hereby obligates itself not to charge for freight, more than six (6) cents per ton, per mile; and six (6) cents per mile for each passenger, in cars of ordinary construction; but if the Government resolves to construct this road by contract, by direct aid, or by privilege, this Company shall have the preference under equal circumstances. It is understood that in any or all cases of concession of privilege to another company, or individual, to construct a railroad from the river Cauca to the river Magdalena as a continuation of the line to which this contract relates, this Company now contracting can not be deprived of the right to continue its own line to the river Magdalena. The right to construct the railroad from the river Cauca to the river Magdalena in the terms, in this article expressed, will only exist, for the Company, for the term of twelve years, counting from the date of this contract. The stipulations of this Article does not limit in any manner the faculty or right that remains with the Government to initiate contracts and concede privileges for the construction of any other railroad from the interior of the Republic to the river Magdalena.

ARTICLE XXXII.

Neither the laborers employed in the construction of the railroad nor any of the employes in the construction, service or operation of the railroad, or of the steamboats, can be drafted or compelled to perform any kind of military or police service.

ARTICLE XXXIII.

It is expressly understood that neither the Government nor the Company shall be held responsible for any delay in complying with the stipulations contained in this contract, or for any impediment that may prevent compliance or cause delay, when such delay or impediment is occasioned by accident or by any force, cause or power beyond human control (*caso fortuito o fuerza mayor*).

ARTICLE XXXIV.

Besides the causes of forfeiture, expressed in the Eighteenth Section of Article II., and in Article VIII. of this contract, this contract or privilege shall also be forfeited :

First—If the Company does not comply with the stipulations of Article I, and Article XV.

Second—If at any time after the whole road is opened to public service, the Company fails to operate said road during a term of four consecutive months ; always save and except, as provided in Article XXXIII.

ARTICLE XXXV.

In case of forfeiture validly pronounced against the Company by the competent tribunal, the Company will be obliged :

First—To return or restore to the Government all those effects or goods that have been adjudged to them without price (*a titulo gratuito*) by the Nation according to Article XXIII. of this contract ; provided, that said effects or goods have not been sold to a third party ; and the Company cannot exact any indemnification whatever from the Government on account of improvement, or for other cause in consideration of such return or restitution.

Second. Also, to restore or return the wild lands sold to them by this contract ; provided, that the Company has not paid or does not pay the Government for them at the rate of twenty-five cents per hectara (ten cents per acre) ; and,

Third—To deliver to the Government the whole railroad, if it is finished, or the part that is finished, with everything that appertains to said railroad.

ARTICLE XXXVI.

The present contract cannot be ceded or conveyed to any foreign

government; and to cede or convey it to any company or individual whatever, the Company must obtain the permission of the National Executive Power.

ARTICLE XXXVII.

This contract shall be in full force and take due effect from the date of its approval by the Executive Power of the Union (M. Murillo, President of the U. S. of Columbia).

In faith of which we sign in duplicate (two documents exactly alike, and of which this is a translation), in Bogota, on the Sixth day of July, in the Year One Thousand Eight Hundred and Seventy-Two.

AQUILEO PARRA,
DAVID R. SMITH,
FRANK B. MODICA,

BOGOTA, July 6th, 1872.

APPROVED,

(L. S.)

M. MURILLO,
The Secretary of State, (Hacienda i Fomento.)
AQUILEO PARRA.

MEMORIALS AND CONGRATULATIONS.

The news of the presentation to Congress of the basis of contract and the accompanying message by the President of the Union, was received in Cauca with the wildest enthusiasm, and public meetings were held in all parts of the State. In Cali they formed an immense procession, with banners, music, fire-works, &c., &c., actually compelling the modest Mr. Jacob Jensen to march at its head. Him they fairly loaded down with wreaths of flowers, and deafened with their shouts of "Viva the Cauca Railroad," "Viva Dr. Murillo,"

“Viva Jacob Jensen,” &c., &c., while the ladies from the balconies and windows exhibited their smiling faces and beautiful forms, and waved their handkerchiefs, and threw flowers at the hero of the day. Manifestations from nearly every town and city in the State of Cauca, came pouring into Bogota, urging Congress to approve the “Bases.” These manifestations or memorials were signed by thousands of persons, representing the wealth, intelligence, power, patriotism, and unanimous good will of the people, towards an enterprise that they fully realize will give a new life to their lovely State. Translations of a few of these manifestations, that are at hand, are annexed :

MEMORIALS.

DEPARTMENT OF STATE, SOVEREIGN STATE OF CAUCA,
UNITED STATES OF COLOMBIA, POPAYAN, May 15, 1872. }

To the Secretary of State of the Union, Bogota :

A memorial signed by many citizens, residents of this capital, has been prepared for the Senate of Plenipotentiaries ; a memorial that has for its object soliciting of that honorable corporation the approval of the basis of contract of the twenty-fifth of April, ultimo, between Aquileo Parra, &c., &c., and David R. Smith and Frank B. Modica, &c., &c., for the construction of a railroad between the river Cauca and Buenaventura.

We Caucanos who appreciate the transcendental advantages of this important work, have not hesitated one moment in making haste to send, with fervent enthusiasm, our votes, our assent, and pledges of our co-operation with this most laudable enterprise, and with this object, and with the object of urging the honorable Senators to impart their vote of approbation to the measure, it has devolved upon me the honor of remitting to you, by the present mail, the annexed memorial. Identified as you are with this measure, to which you have lent your hearty and valuable co-operation, I beg of you to place this document immediately before the Executive of the Nation, in order that he may present it to the Senate of Plenipotentiaries before that corporation has ended its session.

With sentiments of the highest consideration, &c.,

JORGE QUIJANO.

*Honorable President and Members of the Senate
of Plenipotentiaries of the Republic :*

It is with great satisfaction, and no little enthusiasm, that the important news has been received, in the sovereign State of Cauca, that a contract for the construction of a railroad from the river Cauca to Buenaventura, had been celebrated between the National Government and Messrs. Smith and Modica, the representatives of a respectable North American company ; and we should most undoubtedly fail in a duty of patriotism and of gratitude towards the Chief of the Administration, if we did not make haste to manifest our approval of the above-mentioned contract, and also our appreciation of the grand and beneficent results that are to be derived from the realization of this enterprise.

For a long time, Honorable Senators, a railroad from the river Cauca to the Pacific has been the bright vision of our dreams, and the object of our nightly vigils, because we well know of what this privileged soil is capable, the day in which it becomes possible to export its abundant and varied products, and has a sure route for its commerce, and a stimulant to production. But unfortunately our efforts have been sterile, and our sacrifices fruitless, on account of the scarcity of our resources, and the innumerable difficulties with which we have been compelled to carry on a useless struggle ; difficulties and impediments with which you are so well acquainted as to render it unnecessary for us to detain ourselves in describing them at this time. It was reserved for the illustrious Administration that was inaugurated on the first of April, to resolve, with a patriotic spirit and a firm hand, this difficult problem of our economical existence, and the duty of the Cauca is to aid and assist, in the most decided and resolute manner, until it sees these painful efforts crowned with success, in spite of any and all selfish or anti-patriotic opposition that may arise. * * * * *

Receive, Honorable Senators, this brief manifestation, as one of the many testimonials of the opinion of the sovereign State of Cauca that will be presented to you. Assist the new Administration in its efforts to open an inter-oceanic route across the Cauca, even though costly sacrifices may be required, because any sacrifices for that purpose will be repaid a thousand fold to the Republic.

Do not surrender or falter on account of difficulties that always surround this class of enterprises, because they are not insuperable, when will and patriotism have determined to overcome them. In your decision, we think we see the completion of the work and the realiza-

tion of the enterprise; and we, who have the honor to subscribe, earnestly and respectfully ask your votes in favor of this contract.

POPAYAN, May 17th, 1872.

Joaquin Mosquera, Manuel M. Mosquera, Jorge Quijano, Jerimias Cardenas M., Joaquin Valencia, Cenon Pombo, and hundreds of others.

A LETTER.

Translation of a letter from the President of the Democratical Society of Cali, to the President of the Union, sending a felicitation made to him by the Society, on account of the measures taken by him to push on the internal improvements of the country.

LIBERTY, EQUALITY, FRATERNITY.

UNITED STATES OF COLUMBIA, STATE OF CAUCA, }
PRESIDENCY OF THE DEMOCRATICAL SOCIETY, NO. 94. }

Dr. Manuel Murillo, President of the Union:

The society over which I have the honor to preside, in its regular session of the 11th instant, discussed, adopted, and signed, with great enthusiasm, the manifestation that I have the honor to remit to you, and which I hope you will receive as a new vote of the approbation that the people of Cali give to your patriotic official conduct. The telegraph between this city and Bogota began to operate with great regularity two days after the message was received here, that had been sent by you to the Senate on the 27th of last month, informing that body that you had approved, on your part, the basis of a contract, for the construction of a railroad from Buenaventura to the river Cauca, near Cali, and our enthusiasm, warmed already by your message, rose considerably on that occasion.

We do not forget that it was you who first initiated the establishment of telegraphic communications in Colombia; and the country will remember forever, that it is you who will initiate the grand era of railroad communications through the country.

I therefore, congratulate you, in the name of the Democratical Society.

Your most attentive servant and compatriot,

JUAN NEPOMUCENO VELASCO.

CALI, May 16th, 1872.

(A long memorial and congratulation follows, signed by several hundred members of the Society.)

TRANSLATION OF A MEMORIAL OF THE INHABITANTS OF PALMIRA TO CONGRESS
Citizens, Senators and Representatives :

The undersigned, natives and foreigners, residing in this city (*Palmira*), have the honor to address you, demanding respectfully that your approbation be imparted to the basis of contract celebrated in Bogota the 5th day of April last, between the Secretary of State and Messrs. Smith and Modica, for the construction of a railroad from Buenaventura to the river Cauca, which road is considered as a part of the great trans-continental line, that sooner or later will traverse the whole country, from the Pacific to the Atlantic.

Though the President of the Union, in his message accompanying the basis of contract, has referred to the advantages that the country will derive from the construction of this railroad, we will take the liberty of adding a few observations.

You know, and the whole country knows, what the State of Cauca is; you and the whole country know what its immense natural resources are; you and the whole country know that the beautiful State of Cauca produces almost everything that can be produced on earth, and is capable of increasing the amount of its productions indefinitely; and you know also that, notwithstanding these natural advantages, the State of Cauca struggles vainly to develop its resources, imprisoned as it is by the powerful arms of two ranges of mountains.

Our tobacco, coffee, indigo, caucho, quina bark, copal, sarsaparrilla, sugar, copaiba, etc., are articles of a superior quality, and, notwithstanding the great expense required for their exportation, they are even now exported in large quantities, and successfully compete in European markets with similar products from other countries.

The Pacific Ocean, that laves our shores, invites us to trust to it our products on a more extensive scale, but we cannot attend to that invitation, because we have no convenient and cheap way to reach its coast.

You must not doubt, Citizens, Senators and Representatives, that the railroad, contracted for by the Executive Power of the Union, is to secure the future prosperity of the State of Cauca, and that the ardent aspiration of its citizens is to see its immediate inauguration. Moreover, any expenditure that may be made by the Government to aid the construction of this road, will be re-imbursed in a few years, with the increased resources arising from the natural development of the country.

The contract, the approbation of which we solicit, agrees with all the

aspirations of the Nation and of the State, and forms a part of the excellent plans of the present National Administration ; and for this reason we direct ourselves to you, supplicating respectfully that, in exercise of your constitutional faculties, you will approve said contract.

To the Citizens, Senators and Representatives :

PALMIRA, 15th May, 1872.

Faustino Fajardo, Santiago M. Eder, F. Materon, Manuel Loaguin Herrera, T. Bertin, Carlos Martin, Constantino Meyendorff, Gulio Varcla, Adriano Scarpetta, J. M. Caicedo, A. R. Blum, and 472 names more.

MANIFESTATION TO THE CITIZEN PRESIDENT OF THE UNITED STATES OF COLOMBIA.

Doctor Manuel Murillo, Citizen President :

We have read, with the greatest satisfaction, your message of the twenty-seventh ultimo, directed to Congress, accompanying the contract that has been celebrated with the North America Company, organized in Illinois, &c., &c., &c.

The enthusiasm that this consoling news has produced among the inhabitants of Cali, is difficult to portray. When Messrs. Smith and Modica initiated, in this city, with the present Buenaventura Road Company, the contract for the construction of a railroad between the river Cauca and the Pacific, we became filled with the most flattering hopes, and the belief that the happy moment had arrived when the true civilization, inseparable from material progress, was about to invade, with all its advantages, this part of the Republic, as extensive and fertile, as it is hidden and forgotten. Now, nobody doubts that the prosperity of Colombia depends upon the lines of communication and easy transit, and we all know that the future of the Cauca in particular is entirely identified with this proposed road, the necessity for which has always attracted the attention of every good patriot from the Colonial time until the present.

The Cauca is sufficiently fertile, and is ready to produce in abundance articles of exportation to satisfy the requirements of a railroad. Sugar, cacao, tobacco, indigo, and Peruvian bark can be produced in unlimited quantities, the question being reduced simply to increasing the extent of the plantations, for as everybody knows, the extent of soil ready for cultivation is so exceedingly great that it may be almost considered as unlimited, and the abundance and facility with

which it yields up its products is so great as to continually provoke a desire to cultivate it.

Till now, the production of the State of Cauca has been limited, to providing only for the small internal consumption, the articles being few that can be profitably exported, and even the exportation of these being very small, taking into consideration the great productive capacity of the State. For instance, there are but few who export the tobacco of Palmira, because the planters of that county are obliged to reduce their plantations to the limits required to fill contracts made before hand with the exporters. The same happens with sugar mills ; when the planter produces a greater quantity than that demanded by the internal consumption of the State, he makes a sure loss. And we know by experience that the quality of this article in our State, is not inferior to that of any other country, we having moreover the extraordinary advantage that our sugar plantations last, without being replanted, more than eighty years.

Besides these articles of exportation, each of which can produce by itself abundant wealth for a Nation, several other branches of commerce will arise. The cotton, the *achiote* and the vanilla, which now grow wild, will be cultivated ; and furs, Indian corn, and rice will be exported, as well as palm wax, caucho, different classes of gum and resins, and gold and platina in larger quantities, since by the construction of the railroad to Buenaventura, mining and all other kinds of machinery can be introduced, and all the great markets of the Pacific Ocean, and of the world, will be opened to us.

And that promising prospect will, perhaps, be a reality within four years from this time, and we that sign this manifestation, most probably will see it.

Our wishes and hopes are exalted, and we desire ardently to see terminated the proposed railroad, when we consider that not only the material progress of the country will be the consequence, but that besides the improvement in science and art, public tranquility, which we have but at intervals enjoyed, will grow firm forever, and our children will live happy in an industrious, rich and powerful country.

When this manifestation is placed in your hands, it is probable that the Honorable Congress will have given its decisive vote on this question, which we hope will have been favorable to the celebration of the contract, because it is impossible that Congress will not agree with

your patriotic ideas, and second your efforts. And we believe this with so much more security, since the proposed railroad will not only benefit the State of Cauca but the whole Nation, because the State of Cauca is an integrant part of it ; because with the increase of commerce and industry, the Custom House rents, that enter into the treasury of the Union, will be augmented ; because this road is the beginning of the great central railroad that will traverse the whole country ; because this railroad will belong to the Union after a certain number of years ; and finally, because the public Administration will be more easy, as the country becomes united with these bands of iron.

Citizen President : You have performed your duty as a good Magistrate ; the contract that you have celebratad, and that gives motive to this manifestation, has attracted to you the sympathy of all the inhabitants of the State, and endeared you to the hearts of every Caucano.

General Salgar left us, as a remembrance of his honorable Administration, the Capitol of Bogota nearly finished, and several telegraphic lines established. You will leave the railroad from the Pacific to the river Cauca, greatly advanced.

If the future Administrations follow your example, and that of your predecessors, to what height of progress will not our country reach within ten years !

Receive, Citizen President, the sincere thanks that we give you for your beneficent action in this matter, and accept the fervent votes that we make for your individual felicity, and for the adoption of your measures for the Government of the Union.

CALI, 10th May, of 1872.

The Vicar of Cali, Angen Piedrahita, the Mayor of Cali, Fomas Renjifo, hundreds of other names follow.

ANTIOQUIA.

Translation of an article published in Bogota, in the "Illustration" of June 8th, 1872, No. 486 in reference to the Cauca Railroad and its relation to the commerce of Antioquia.

ANTIOQUIA AND THE PACIFIC (CAUCA AND BUENAVENTURA) RAILROAD.

The importance of the realization of this enterprise, with which is

connected the steam navigation of the river Cauca, which navigation extends nearly to the boundary line separating the States of Cauca and Antioquia, should attract the serious attention of the industrious population, and of the Government of the State of Antioquia; to prove which is the object of this article, which we hope will be kindly received and considered by those interested.

The 180 miles that separate the city of Cartago from the port of Buenaventura, when these cities are connected by steamboat and railroad, will be as nothing; and this connection will virtually bring the State of Antioquia to the shores of the Pacific Ocean.

How little would remain to be done to reach by rail Manizales, Salamina and Abejorral? Very little.

But there are other observations to make. Antioquia now sends to Cauca every year many thousands of dollars worth of foreign dry goods, imported through the port of Carthagena. The current of this trade will be reversed when the Cauca Railroad is constructed, and Antioquia will import her dry goods through Buenaventura; and the commerce of the city of Medellin, the capital of Antioquia, will suffer a decrease of about half a million dollars annually—since, instead of sending merchandise to the valley of Cauca, it will receive the same from there. For which reason, it seems to us that the work on the wagon road, that is now in process of construction from Medellin towards the river Magdalena, should be suspended till it is positively known whether the Cauca railroad will be constructed or not.

In making this suggestion, we take in account the following considerations:

First—The distance between Medellin and the Magdalena River is, by far, greater than the distance from Medellin to Cartago.

Second—The distance from Cartago to Buenaventura is, by far, less than the distance from any port of the Carribean Sea or on the Atlantic Ocean, to the point where the Antioquia wagon road will meet the Magdalena River.

Third—That when the inter-oceanic canal be in operation, it will be the same to come from Europe to Buenaventura, as from Europe to Carthagena.

Fourth—That even in the case of ships going around Cape Horn, or through the Straits of Magellan, the freight will reach Medellin more cheaply through Cauca than through Carthagena, because long sea voyages cost always relatively much less than short ones.

Fifth—That a road made from Medellin to the valley of Cauca, will serve both for the interior commerce between the two States, and for the foreign commerce of Antioquia, whilst the wagon road that is now in construction to the Magdalena, will only serve for the foreign commerce.

Sixth—That a good road from Medellin to the Cauca, will be of great importance to all the Antioquia population south of Medellin, and also to the city of Antioquia, and to the population of the western bank of the river Cauca.

Seventh—That a good road from Medellin to Cartago, will follow the natural current of the emigrating population of Antioquia, that always moves towards the State of Cauca.

We therefore believe, that, if the Cauca Railroad is constructed, political, social and economical considerations demand that the immediate attention of the people of the State of Antioquia be directed towards the Pacific, and require that the wagon road, that is now being constructed towards the Atlantic, change its direction, from towards the river Magdalena to towards the State of Cauca.

A FRIEND OF ANTIOQUIA.

LETTERS.

LETTER FROM REV. T. F. WALLACE, IN CHARGE OF U. S. LEGATION.

BOGOTA, July 12th, 1872.

MESSRS. SMITH AND MODICA:—In compliance with your request, I will state as briefly as I can, my opinion in regard to your project of building a railroad from the port of Buenaventura, on the Pacific, across the western cordillera of the Andes to the nearest point on the Cauca River. You, as a matter of course, have examined the route sufficiently to enable you to say whether it is possible to build the road. As to its practicability, you ought also to be able to judge pretty correctly, as you have spent sufficient time in the State of Cauca to gather

reliable and abundant information respecting the resources of this part of the Republic of Colombia. I have resided in this country ten years, and have taken some pains to inform myself in regard to its resources, and have no hesitation in assuring you that, in my opinion, not only the Cauca Valley, but also the mountainous and upland portion of the State, far surpass any other districts of equal dimensions in the U. S. of Colombia, in agricultural and mineral resources. For fertility of soil, salubrity of climate, and beauty of landscape, the Cauca Valley is admitted, by all travelers who have visited it, to equal, if not surpass, any other portion of territory of equal extent in the world. As yet it has had no outlet for its productions, and if a railroad from Bogota to some point on the lower Magdalena 200 miles in length, most of it through a broken mountain district, and much of it through a dense, unhealthy wilderness, is practicable, as it is now considered to be by the English engineers who have almost completed a survey of the route, then there remains no doubt, in my mind, as to the practicability of your proposed road in Cauca. Your road, of 45 or 60 miles, will open up easy communication with the Pacific Coast to a territory equal in extent, and much superior in variety, quality, and I may safely say, quantity, of its resources, to that of the above-mentioned road.

Your line will not only receive the traffic of the rich valley of the Cauca, but also that of all Southern Antioquia, and Western and Southern Tolima. Besides, there is probably no other portion of this Republic that will offer as great inducements to immigration as the portions that will be found within easy communication with your road. On the coast of the Pacific, lying to the south of your proposed line, there is an extensive belt of land comprising every temperature above freezing point. And I am creditably informed that the table and high lands in this district are healthy and remarkably fertile. One important advantage which these lands have, over many others in the country, for immigrants, is their proximity to the sea, thus enjoying the sea breezes, and affording also the possibility of reaching them with only a few hours travel through the narrow, but hot and somewhat unhealthy tract of land lying along the coast.

But it is not necessary for me to call your attention to these facts, which must be as well known to you as to me. I imagine that your difficulty in persuading capitalists in the United States to invest in such an enterprise, will arise from the false impression, I am sorry to say too general there, in regard to the character of the people in this Re-

public. During a late visit to the United States, I was surprised to find many persons, well informed as to other parts of the world, laboring under the delusion that this country was inhabited, in great part, by savages, semi-civilized Spaniards, and hordes of banditti. It is true, as you have no doubt seen, that there is still a fearful amount of ignorance and fanaticism among the poorer classes in the rural districts and small towns, and as an inevitable consequence, the people lack energy, and are able to show few evidences of any very encouraging efforts in the way of material progress. However, a system of public schools, on the German plan, has lately been inaugurated, and is already being carried into operation. The General Government is determined to sustain the public schools; and once their influence is brought to bear upon all classes of society, ignorance, fanaticism, indolence, must die out, just as certainly as darkness must give place to light. After your experience in traveling through the country, you must agree with me that, even in no part of our highly enlightened land, can more harmless and hospitable people be found. This may not be true in regard to one or two places in the country; and I think it but just to say, that in no other part of this Republic can such a class of people be found as that, composed of mulattoes and negroes, on the Isthmus of Panama, where we have heard so much about lawlessness and riots, and I have but little doubt that the opinion held in the United States, in regard to this country, has been formed in great part from what has occurred from time to time on the Isthmus of Panama. The lower classes there do not really belong to this country, having come, for the most part, from Jamaica and others of the West India islands. So that the foreigner who passes across the Isthmus of Panama, or even spends a few days at Carthagena or Sant Martha, and then judges of the character of the rest of the people in the Republic by what he sees in these places, will get an impression as incorrect as it will be unfavorable. In the Capital of the Republic, as well as in the Capital of the different States and large towns in the interior of the country, there are institutions of learning, many of them largely endowed, in which not only the sons of the wealthy, but also of those in moderate circumstances, receive quite a liberal education. And I am safe in saying that the degree of culture found among the better classes in these centres, is equal, at least, to that found in many larger cities, either in Europe or America, where infinitely superior advantages are enjoyed. In closing this disconnected, and I fear not very satisfactory statement, I will only call your attention to one other fact, which

I consider an encouraging one, in regard to your enterprise, and it is this : That the intelligent and land-holding portion of the people of Cauca are not only unanimously in favor of the railroad, but really enthusiastic on the question ; it has been their dream and earnest desire for years. This being the case, there is nothing to fear from the poor laboring classes, even supposing them unfavorable to the project (which I have no reason to believe is the case), for they are proverbially the most law-abiding element of society here.

Yours Truly,

T. F. WALLACE,

U. S. Consul in charge of American Legation at Bogota.

LETTER TO MR. DAVID R. SMITH.

BUENAVENTURA, August 9th, 1872.

Mr. David R. Smith, Peoria :

MY ESTEEMED FRIEND : — I judge that my sincere felicitation for the happy result of your efforts to obtain the privilege and contract for the Cauca Railroad, could not have reached you in Bogota. This result is entirely due to the persevering character that distinguishes you as a good son of the North, and to the talent that you have shown for getting around the grave difficulties that have obstructed your way.

Although ignorant and envious enemies endeavor to inspire disconfidence in the public mind, in regard to the realization of the enterprise, those of us who have sustained and assisted you (plural, meaning Smith and Modica,) from the beginning, continue maintaining the enthusiasm in the faith of its realization, because we have full confidence now, as always, in the sincerity of your promises, and in the honesty of your pledges to make every possible effort to have the contract carried into effect.

We look to you as the ancient Jews looked to Moses ; and it is necessary that you exert yourself to bring out soon, very soon, the people of Cauca from this wilderness of uncertainty and expectation.

It is my duty to assure you that you have inspired very general confidence, and I hope, and believe, that you will not allow these hopes to be frustrated.

For my part, I do not doubt that you will continue to devote your earnest and serious attention to the matter. And desiring your happy

and immediate return to this country, that I await with hope and anxiety.

I remain your most affectionate friend,

Q. B. S. M.

P. S. This Custom House will produce this year \$180,000. According to the movement over the road during the last six months, the amount of freight for this year will be 4,300 tons, and the number of passengers 2,000.

LETTER TO DR. JOAQUIN CAICEDO.

BUENAVENTURA, 8th August, 1872.

Dr. Joaquin Caicedo, New York :

DEAR FRIEND : — By letters from Mr. Vasquez Cordoba, I know that you have undertaken a voyage to the United States of America, with one of the Cauca Railroad contractors, and that you ordered your correspondence to be sent to the house of Ribon & Munoz, 63 Pine St., New York City.

I send with your letter one to Mr. Smith, from the Superintendent of the Buenaventura road. I am very glad that you have gone with the contractors.

Here everybody is afraid that the railroad may not commence in the island where the port of Buenaventura is, and also that the railroad may not terminate at or pass through Cali, but that it will go directly to the river Cauca, without touching the city.

This would be a mortal blow to both populations, especially for this one, which, being on an island, will remain without possible communication with the line, except at great expense, which will make it impossible, or at least unprofitable, to live in it, occasioning an immense loss to those who, at so great a cost, have succeeded in building and maintaining this town ; whose houses have each cost a capital, on account of the high wages and the high price of materials.

It is to be desired that neither of the two things that we fear should happen ; but if it is impossible to prevent such a result, I should like to have you make it known confidentially to me, because the commercial house that we have established here, has purchased two lots of land, and we think to build upon them ; but if the railroad will not commence here, we will stop the work, to avoid losing any more money.

Yours, truly,

* * *

PERUVIAN BARK.

Great opposition was made to the celebration of the contract, on account of the proposed grant of Government lands, by the “Quineros,” merchants who deal in Peruvian bark. These merchants are rapidly acquiring large capitals. The bark is collected generally on Government land, and is exported in large quantities. These patriotic gentlemen imagined that a powerful Company, having a right to so much land, which it could select where it pleased, having a large capital and extensive commercial relations, in fact, having superior means and facilities in every respect, would monopolize the bark business, or at least make a strong opposition to or competition with these thirty or forty capitalists that, to-day, actually do monopolize the business themselves, particularly as a large proportion of the best bark lands are within the reserve from which the C. V. M. & C. Co. is to select its lands. In this connection, see the following :

LETTER TO DR. JOAQUIN CAICEDO.

Translation of a letter written in Popayan, and sent to Bogota, when the basis of contract was presented to Congress by President Murillo.

POPAYAN, May 15th, 1872.

Dr. Joaquin Caicedo :

MY DEAR FRIEND :— With the greatest pleasure, I have received your letter, dated the 1st inst., and the contract for the railway.

The enthusiasm is great. The news arrived here, yesterday, and immediately, at the suggestion of Aparecio Reboledo, several merchants got together to write a petition to Congress, soliciting the approbation of the basis, and thanking President Murillo. In the evening we met and wrote the petition, of which Reboledo sends the original by mail. We will have it published this week, with as many signatures as can

be obtained. As the time has been so short, we have collected, until now, only about 300.

There is no doubt that Congress will approve the contract, and so I hope to see you here very soon.

I have discovered that the articles written here in Popayan against the railroad, in the "Estrella del Cauca," are from * * * * *, and not from Camacho, as people believed.

Since the Company has one million of *hectaras* of land, I suggest the following for their consideration :

Great Peruvian bark woods have been discovered in the range of mountains that look towards the Caqueta. The bark is of a superior quality, and the entrance to that place must be by the village of "La Cruz," in the State of Cauca, and also by "Pitalilo" and "Timana," in the State of Tolima.

This business may produce 60 per cent. interest annually. These new found bark woods are the lands that Messrs. Sarabia Ferro & Duran requested from Congress to be given to them, under pretext of making a mule road through the mountain of "las Papas." Their petition was denied. I do not know the boundaries of the land, but I know the quality of the Peruvian bark taken from there.

If, then, Mr. Smith thinks that the Company will like to enter into the business of exporting Peruvian bark, he may take those lands, and the profits will be extraordinary. Yours,

* * * * *

CORRESPONDENCE WITH SECRETARY OF STATE.

To the Honorable Secretary of State,

(Haciendo y Fomento),

SIR :—After signing the contract for the construction of the railroad from the Pacific to the river Cauca, I consider it my duty, in the interest of the Cauca Valley Mining and Constructing Company, to collect all the facts and statistics, official and extra official, that will tend to give to the Company an exact idea of the fiscal resources, the economic

situation, the natural elements of production, and of wealth, and even, perhaps, minute particulars in regard to the institutions of Colombia.

With this motive, Mr. Secretary, I take the liberty, though with much reluctance, to distract your attention from your many and important occupations, and beg of you, at your earliest convenience, the following official information :

First—What is the part of the Custom House receipts of Buenaventura, Tumaco, and Rio Sucio, that is to-day free, and what part is to become free in succeeding years ?

Second—*How much* will said free port probably amount to in the present year, and how much in the years to come, supposing that the development of the country proceeds, not with the rapidity that is expected as a result of the railroad, but supposing the development to proceed according to the progress of preceding years, as shown by the corresponding statistics ?

Third—And, finally, as the official note of the Colombian Minister, in Bremen, of the 6th of February, of the present year, No. 17, published in the "Diario Oficial," on the 25th ultimo, No. 2576, represent that the capitalists in Germany hesitate to invest their money in Colombia, on account of the law-suits and difficulties that have been connected with the Bolivar Railroad ; and as these rumors may likewise influence the members of the C. V. M. & C. Co., notwithstanding that I have been privately informed and assured that all has been satisfactorily arranged between the Government of Colombia, and the Railroad Company mentioned, I still wish to be able to present to the C. V. M. & C. Co., official evidence of the fact, and for this reason I request of you, if you esteem it convenient to furnish them, the official information that, in your opinion, would conduce to the desired object of inspiring confidence.

I cannot terminate this note, Mr. Secretary, without acknowledging, in the highest terms, the good will and decided interest that you, as an honorable member of the present Administration, have manifested for the railroad from the Pacific to the river Cauca, and at the same time offer to you my sincere thanks for the heroic patience with which you have attended to us during the course of the negotiation—a sacrifice on your part, that has been of a very great importance in the elaboration of the details of the contract that was signed by us on the 6th of the present month. And the country will certainly be indebted to you, in great part, for the good results that may be obtained therefrom.

I am, sir, with the highest consideration, your attentive servant,
DAVID R. SMITH.

BOGOTA, July 8th, 1872.

ANSWER.

ESTADAS UNIDOS DE COLOMBIA,
PODER EJECUTIVO NACIONAL SECRETARIA DE ESTADO, } SECCION 5
DEL DESPACHO DE HACIENDO I FOMENTO, NUMERO 178. } RAMO DE FOMENTO.

BOGOTA, July 13th, 1872.

Mr. David R. Smith,

Representative of the Cauca Valley Mining and Constructing Company :

I take pleasure in answering the note directed by you to this department, bearing date the 8th of the current month, asking for certain official information relating to the contract signed for the construction of a railroad from the Bay of Buenaventura to the river of Cauca, in the Sovereign State of the same name. In presenting to you that information, I will follow the numerical order indicated in your note.

First—The only part of the products of the Custom House of Buenaventura, Tumaco, and Rio Sucio that is not to-day free, is the $37\frac{1}{2}$ one hundredths part, that is destined, by virtue of former laws and agreements, to the payment of the interest on the foreign debt. So that at this time, $62\frac{1}{2}$ one hundredths part is perfectly free. Moreover, in virtue of arrangements with the owners of the bonds of the said foreign debt, initiated under the authorization of the recent laws about the foreign and interior public credit, (*credito publico exterior i interior*), *it is probable that the entire product of said Custom Houses will become at once free*, and the Executive is making every effort in his power for that purpose.

Second—The before-mentioned Custom Houses have given, during the last nine months of the current economic year, according to the statistics that exist in this department, a gross product of \$152,225.25. Taking this as a base, the probable product in the three remaining months will be \$50,741.75. That will give a total product during the present economic year of \$202,967. Deducting the possible $37\frac{1}{2}$ per cent. there remains a free net product of \$136,855.

Having in view the statistics of the products of the above-mentioned Custom Houses during eight years, from the 1st of September, 1864, to the 31st of August, of this year, it will be found that the products of these Custom Houses have increased during this lapse of time 54 per cent. This increase has been moderate, owing to the prostration in which the country remained after a long revolution, and to the habits contracted by its inhabitants opposed to the development of industrial

pursuits, and the consequent paralyzation and diminution of commerce, but it is not at all venturesome to believe and assume that the products of the Custom Houses will increase from year to year, in proportion to the increasing love for peace and industry that is now animating the people of the country, the continuation and development of which they now look upon as a matter of imperious necessity; and if to this we add that the freedom that exists in the ports of Buenaventura and Tumaco will cease in virtue of the dispositions of the law of the 21st of June, ultimo, additional and reformatory of the Custom Houses, we have every reason for expecting that the products of the above-mentioned Custom Houses will increase in a much greater proportion than that already expressed; and without taking into consideration the increase that would result from the construction of the railroad (the effect of the railroad on the product of the Custom Houses would be incalculable), but only taking into consideration the natural increase of the population and of industry.

Third—With relation to this part of your note, it would be desirable that you acquire an exact idea of the origin of the judicial controversy in which the Bolivar Railroad Company has been engaged, because a knowledge of the facts will demonstrate the aid and security that the Government, as well as public opinion, offers to this class of enterprises in this country.

The State of Bolivar conceded to Messrs. Ramon Santo Domingo Vila and Ramon B. Jimeno, a privilege to construct a railroad between Sabanilla and Barranquilla. Afterwards the General Government celebrated a contract with Messrs. Percy Brandon and Nicholas Jimeno Collanto, in which they were offered a guarantee of 7 per cent. on a capital of \$600,000, if they carried into effect the construction of the said line of railroad. This contract was approved by Congress, *on the express condition that* the Messrs. Brandon and Jimeno Collanto should prove, before the Executive Power, that they had acquired the rights conceded by the State of Bolivar to the Messrs. Santo Domingo Vila and Ramon B. Jimeno.

Messrs. Santo Domingo and Jimeno organized a company in London that was denominated the Bolivar Railroad Company, limited; which company was not able to carry into effect the construction of the railroad, nor did it even present itself for recognition by the General Government.

Then the Messrs. Santo Domingo and Jimeno celebrated a contract with Mr. Julio Hoenigsberg, of Barranquilla, with the object of having

him go to Europe, and perfect the organization of a company that would construct the railroad. Mr. Hoenigsberg, with full powers from the Messrs. Santo Domingo and Jimeno, went to Europe, and made an arrangement with the Bolivar Railroad Company, in virtue of which he became owner of the rights of that company, and made the organization in Bremen that carried into effect the continuation of the work.

Upon the return from Europe of Mr. Hoenigsberg, the Messrs. Santo Domingo and Jimeno represented and manifested, to the Executive of the Nation, that they had assigned and transferred all their rights in connection with the privilege, to the new company organized in Bremen; and in virtue of this manifestation, the Executive recognized this last as the contracting company or party. Months afterwards, the Messrs. Santo Domingo and Jimeno presented a second manifestation to the Executive of the Nation, representing that their first manifestation had been drawn from them by Mr. Hoenigsberg by means of deception; that he had represented to them, by word of mouth and in writing, that in the use of the power that they had conferred upon him, he had, in celebrating the contract or arrangement in Europe, perfectly secured all the rights that belonged to them; and the Messrs. Santo Domingo and Jimeno further represented that they, giving full faith to the statements of Mr. Hoenigsberg, had not vacillated in making the former representation or manifestation before the Executive, but being convinced that Mr. Hoenigsberg was laughing at them, having deceived them for the purpose of obtaining the aforesaid declaration or manifestation before the Executive, they declared that, for their part, they had never transferred any part of their rights in connection with the privilege, and demanded that the Executive resolution, by which the Bremen company was recognized as owners of the privilege, should be declared null or revoked.

The Executive did not accede to this demand of the Messrs. Santo Domingo and Jimeno, and, in accordance with the Attorney General (Procurador General), maintained the original resolution, in which the Bremen company was recognized as owners of the privilege, &c.; and also declared that if Messrs. Santo Domingo and Jimeno believed themselves aggrieved, that they might seek the vindication of their rights before the judicial power.

Messrs. Santo Domingo and Jimeno attempted, then, a succession of judicial actions against the railroad company and their agents in this country; and in the course of these actions, or law-suits, the company

has had no reason to complain, either of the judicial tribunals of the State of Bolivar, or of the National Government.

On the contrary, the company has encountered every facility for carrying into effect the enterprise, and received decided support and assistance, as is manifested in the promptitude with which every question has been decided by the Executive Power; the prompt recognition, at the solicitation of the company, of the amount of capital invested in the work, and immediate payment of the amount due the company on account of interest guaranteed to the enterprise; and, finally, the good will manifested, and interest shown by the Executive, in the celebration of a contract that put an end to the question raised between the Government and the company, about considering the placing of tug or transfer boats in the Bay of Sabanilla, as a part of the enterprise of the railroad company.

For the rest, in no country in the world have they been able to prevent the occurrence of judicial questions or law-suits like the ones above-mentioned. These law-suits arose entirely from the fact that the parties, who obtained the privilege from the Government, and the new Company did not arrange the business between them in a clear and well defined manner, before beginning the execution of the work. In everything that depended upon the Government, the enterprise has been thoroughly protected without altering the course of the administration of justice, whose decisions have been, up to the present time, favorable to the Company.

That the facts that I have described are not understood in all their details in Germany, is undoubtedly the cause of the bad impressions that the report of the existence of a law-suit has left upon the minds of the Germans—law-suits for which the Government is in no manner responsible. Moreover, it may be reasonably hoped that, as soon as these details are known, all these bad impressions will vanish, and that they will recognize in favor of the Government the rectitude of the principles that guide it, its interest in the development of new enterprises, and the persevering efforts that it is making to give the greatest security to enterprising foreigners that desire to come and seek in this country occupation for their capital.

In regard to the final part of your note, the Government duly appreciates the amiable expressions contained therein, in regard to the conduct of the person in charge of this department in the celebration of the contract for the construction of a railroad between Buenaventura and the river Cauca; and for that reason you will permit me to

manifest to you that, in having observed such conduct, there is no more merit than in fulfilling the duties imposed by the laws and by public opinion, for the aspirations of the public as well as of the Government are fixed and determined in the direction of material improvements in the territory of the Republic, for the grand and lasting good that must result from them as they develop the resources and increase the prosperity of the country.

I hope to have satisfied your wishes with the information that this note contains, and hope that it may prove sufficient to secure the object that you expressed in soliciting it.

I am, your attentive servant,

AQUILEO PARRA.

THE RAILROAD FROM THE BAY OF BUENAVENTURA TO THE RIVER CAUCA.

ITS LENGTH.

The American engine, Conquistador, on the Arequipa Railroad, of Peru, weighed, when loaded, thirty-four tons. This engine hauled, including its own weight, in gross tons, up a gradient of 211 feet per mile, (4 per cent., or 1 in 25), with poor fuel and bad water, a load of 173 tons, at a speed of 10 miles per hour, over a track built by Americans, in the American cheap style; guage of road, 4'8½". Any respectable American engine builder will contract to build, for a 30 inch guage railroad, an engine that will haul, in gross tons, including its own weight, up a 4 per cent. grade, 80 tons, at a speed of nine miles per hour. Therefore, a line of 30 inch guage railroad, in which the maximum grade is 4 per cent., and the average grade 3 per cent., or 160 feet to the mile, may safely be considered practicable.

The distance, in a straight line, from the Island of Buenaventura to the summit of the Cordilleras, is 30 miles, and the distance from the summit to the river Cauca is 7 miles. The height of the summit is 5,000 feet; the height of the river Cauca is 3,000 feet. The distance required, with an average grade of 3 per cent., to reach the summit, would be about 32 miles, and the distance required to descend to the river, would be about 13 miles; or, the whole distance required, with

an average grade of 3 per cent., from the Island of Buenaventura to the river Cauca, would be 45 miles. The coast range of the Cordillera runs north and south, separating the valley of the Cauca from the sea. Spurs from this range extend westward towards the coast. For the location of this road, there is a choice between two of these spurs, both of which terminate at the water's edge, in the Bay of Buenaventura, and there will be no difficulty in locating a practicable line for a cheap narrow gauge road, that will not exceed 60 miles in length.

GRADES.

No difficulty will be experienced in adopting any grade determined upon.

CURVES.

The curves will, for a cheap line, be many and sharp.

EARTHWORK.

The line, for the most part, will wind around and along very steep side hills, and will, on account of their steepness, be comparatively expensive. But few or no deep cuttings or fillings will be required.

ROCK CUTTING.

Along two-thirds of the route, there is no rock to be found. The other third may be said to be rocky; many kinds, from granite to slate, may be seen.

TUNNELS.

None positively necessary, but perhaps economy may require the construction of several.

BRIDGES.

One of 60 feet span if the road crosses the Dagua, and not one if the road is located, as it probably will be, entirely to the north of that river.

CULVERTS.

Many culverts and viaducts will be required, particularly near the coast, on account of the almost incessant rains.

TIES.

Timber that will resist the climate is found in unlimited quantities along the first twenty miles of the line, and at intervals along the whole line. *Guayacan*, for ties, can be readily and cheaply contracted for at any point on the line, and exists in superabundance all along the first twenty miles.

THE SURVEYS.

A belt of forest, twenty miles wide, penetrable only with the aid of the axe or *macheta*, consisting of trees of thousands of varieties, and every size, covered with parasites and interlaced with millions of tangled vines, fringes the coast of the Pacific. This forest forms a cloak or mask to the topographical features of the country covered by it, that defies the eye of the engineer when he seeks to examine those features. Even if he cuts his way to the summit of a hill or ridge, and climbs the highest tree, and succeeds in finding a place where he can look out upon this sea of verdure, he will find himself unable to form a distinct and satisfactory idea of the surface of the ground that he is looking over. The surface of verdure exposed to his view, is so uniform in its colors and shades, that he is as much at a loss as if the whole country was buried fifty feet deep in snow, and he was looking out upon the white surface of the snow; besides, the atmosphere is so hazy that he can only see a few miles either way.

This coast is not unhealthy for persons who live in houses and take care of themselves, but it is to the traveler or other person who exposes himself to the rain, or the moist night air, &c.; and sickness and death, too, is sure, if the exposure is continued. The fevers contracted in this neighborhood are of a mild type and easily got rid of by escaping from the low to the high lands, or by good care, in good houses, even in the low lands.

Each party of engineers employed on the survey should have about ten extra men (natives), with axes, hatchets and *machetas*, (large knives), to clear the way. These men do not suffer from the climate, but all those of the party who were not born and raised in the neighborhood must be relieved at least every three weeks, and go to the Cauca Valley to recruit. Life in these woods would not be at all disagreeable if it was not for the fevers, as the climate is delightful to the senses, and persons who are engaged in such employments as will allow them to change as often as necessary from the hot lands to the temperate, or cold, like the low and hot country very well.

These circumstances referred to will make the survey of this road very expensive. The exploration and location of the line would cost at least fifty thousand dollars, and perhaps more.

HEALTH OF THE LABORERS.

After the line is located, and an opening one hundred feet wide made through the forest by clearing off the timber and undergrowth,

there will be no trouble on account of sickness, and the few who may sicken can readily be sent to the high lands to recruit. The rain belt is co-extensive with the timber belt. Escaping towards the mountains from one, you escape from the other at the same time.

OBTAINING LABORERS.

It is believed that without any especial effort, four thousand good men can be obtained from the interior by paying one dollar per day. These men can be obtained much more readily after the work has fairly commenced than before. To get a large number of men together in Buenaventura on short notice, it would probably be easier to obtain them along the coast; and just at this time so many men are employed on other roads that it might be necessary or convenient to import a few Chinese.

CONSTRUCTION.

The road may be built so as to comply with all the requirements of Article I. of the contract, in the cheapest manner possible, with narrow road-bed, with steep slopes—leaving the slopes to be dressed by the weather, wooden trestle-work in the deep ravines, for which the material is right at hand of the very best quality and in extraordinary abundance, leaving permanent banks and expensive masonry to be inserted after the road is completed and the wood shows signs of decay. The lightest suitable iron may be used, to be replaced as worn out in the course of ten years by the fifty pound rails demanded by the contract, and wooden bridges and viaducts, to be superseded at leisure, during the same ten years, by the iron ones required by the contract.

BUSINESS OF THE ROAD

All the exports and imports of nearly a million of people, inhabiting an area of about 40,000 square miles, must go over this road. This vast extent of territory is absolutely unequalled in its natural resources and elements for producing national wealth by any other territory of the same extent on the face of the earth. It is unjust to say simply that its soil and climate are unsurpassed, when it is an absolute fact that they are unequalled in the world. For the details under this head read the accompanying documents.

The Colombians enjoy the most political liberty, and most liberal government in the world, not excepting the people of the United States of America. Individual security is nearly perfect. To quote from a recent report of the Secretary of State :

“Not owing to the police, nor to the tribunals, nor to protective

authorities and laws, but to the amiable and pacific character of the population.

“Without police, without gas-light, without soldiers, and nearly without authorities in the rural districts, people walk the streets and travel the roads in the most perfect security, day or night.

“The death penalty was abolished and atrocious crimes have disappeared.”

“Imprisonment for debt was abolished, and the security for creditors has increased.”

“The standing army was reduced to the utmost limit, and the national public order has been preserved more firmly than ever.”

The people are amiable and kind, energetic and educated, very polite and agreeable, strict observers of the rules of etiquette, and considering their industrial condition, are the best dressed people in the world. There are more black silk hats, and black broad-cloth coats, black silk umbrellas, and black kid gloves used in Bogota than in any other city of equal population in the world, perhaps. They have no machinery, and consequently few manufacturers. They export little, because they have no roads; produce and import little, because they cannot export, are poor, because they have no machinery, no manufactures; produce little, export little, and import little. They were poor and ignorant and oppressed, but brave and patriotic. They fought for and obtained their liberty, free institutions, and, above all, a perfectly free press. They recognized the value of education, and have now a very large class highly educated, with normal schools in every State, and free schools everywhere. The large populations are on the higher lands, where the climate is temperate. All these high lands, with a temperate climate, are separated from the sea by chains of mountains, or by extensive tracts of low hot country. They want roads; they have tried and are trying to build them. They have not yet been able to connect their large interior populations with the sea-coast, because the building of cart and mule roads in that country is nearly as expensive as the building of cheap railroads; and the distances and expenses have been so great that their means have been insufficient to force them; and their lack of the habit of association among individuals, as in forming joint stock companies, &c., has heretofore prevented their being built by private enterprise. The government revenues have been so small that after paying the interest on the public debt and current expenses, little or nothing was left for public improvements. They have been in the con-

dition of a man owning a large tract of land with no improvements, no tools and no money to buy either tools or material with which to make improvements; but since the great revolution, which ended in 1863, and secured to them the admirable government that they now enjoy, they have been steadily improving both in wealth and character. They have now about 750 miles of telegraph, about 60 miles of railroad, and the last Congress has passed the necessary laws to make certain arrangements with the creditors of the Nation, by which the Custom House rents will remain free, with which the Government will guarantee the interest on the foreign capital that may seek investment in that country. The amount of travel over the present route From Cali to Buenaventura (there is only a road a part of the way) cannot be considered as a basis even for our calculations of what the railroad travel will be, because it is so exceedingly dangerous that no woman or child will pass over it, except when obliged to, and the cost of transportation is more than the value of almost all kinds of produce that can be raised and would otherwise be exported in great quantities from the Cauca Valley. The amount of the produce of the Cauca Valley to-day, is only a very small fraction of what will be produced the very first year the railroad is in operation. It costs to-day \$400 to transport a piano from Buenaventura to Cali, and \$600 to Popayan, and there are about twenty pianos in Cali and about sixteen in Popayan. Heavy machinery it is *impossible* to introduce; and this is the reason that they have no steamboats on the Cauca River. The railroad will introduce the steamboat and open up 150 miles of river navigation through the heart of the valley to feed the rail road. Can any one doubt, in view of the facts that are thus hastily presented in this publication, (see the other documents) that the railroad from Buenaventura to the Cauca will do a splendid business? The coal of the Cauca Valley is inexhaustible, and will become at once an article of transportation to the coast.

The packing and transportation of sugar and similar articles, from the nearest point on the Cauca river to the port of Buenaventura, costs, to-day, four cents per pound nearly, besides, the articles are exposed to the risk of repeated wettings, by the upsetting of the canoes in the river Dagua. In fact, owing to the rain and river, the packages must be entirely impervious to water, or their contents will be sure to get wet. Sucre is a town situated about 12 miles, in a straight line, from Buenaventura. It is the present terminus of the mule road, where the transshipment is made from mules to canoes, and vice versa. The cur-

rent of the Dagua is so rapid that it would be simply impossible for inexperienced persons to reach Sucre from Buenaventura by their own efforts. The navigation is performed in very small canoes, propelled by experienced men (negroes) called "Bogas," by pushing against the river bottom with poles. Their performances are truly wonderful. Humboldt, or some one else says, in relation to them, that "Their every movement is a wonder, and every thrust of their poles a miracle."

The ascent from Buenaventura, in these canoes, is performed in two days generally, but when the river rises, the time is uncertain. A canoe, with its two "Bogas," can be chartered for ten dollars usually. They will carry, if necessary, two passengers and a hundred pounds of baggage; the passengers must sit or lie down in the bottom of the canoe. Of course the descent is very rapid, but more dangerous than the ascent.

The tolls over the mule road that terminates in Sucre, amount to about \$25,000 per annum. This road has cost the Nation over one million of dollars, but all the work that has been done on it, could have been done by contract for two hundred and fifty thousand dollars. This road, and all that appertains to it, will be turned over to the C. V. M. & C. Co., as soon as they commence their work. The day that twelve miles of the railroad are completed, connecting Sucre with Buenaventura, and doing away with the navigation of the Dagua, a new era will have dawned upon Cauca, and a complete revolution have been effected in her industrial condition. And that twelve miles of railroad will have plenty of business, on account of the increased production and exportation, due to the greatly decreased expense and risk in transportation — due to having gotten rid of the navigation of the Dagua.

THE WILD LANDS OF THE COMPANY.

The reserve from which these lands are to be selected, embraces what will become, when this railroad is completed, among the most desirable in the world. A glance at the map will show their extent and location. For their quantity, and the conditions of the grant, read the contract.

OTHER LANDS.

The Company can secure very valuable tracts of land along the line of the road, by concession from the rival parties that desire that the road should pass their way, perhaps.

FELICITATION SIGNED BY ALL THE CAUCA SENATORS AND REPRESENTATIVES.

To the Governor of the State of Cauca :

SIR :— The Senators, Plenipotentiaries and the Representatives of the State of Cauca have the exceptional pleasure of announcing to the Honorable Governor, that the Legislative Camaras, of which we form a part, have approved, with trifling variation, the basis of contract agreed upon with Smith and Modica, for the construction of a railroad between the Bay of Buenaventura and the river Cauca. With this basis the Honorable Governor is already acquainted, and our satisfaction is greatly increased by the knowledge that the distinguished citizen, to whom this is addressed, has worked for years to establish a rapid communication between the Pacific and the interior of the State of Cauca.

We have been exceedingly gratified at the enthusiastic acceptance or approbation that the State Government has given to the action of the General Government. This approval, besides showing the high character of the Honorable Governor, approves, at the same time, the action of the undersigned, Representatives of the State of Cauca, who have given their unanimous vote in favor of the contract.

All that is now wanting is that the Convention, that will meet on the first of next month, unites its sovereign voice to that of the executive, and to ours, in order that all the Legislative Powers of the Nation may with one accord lend all their legal force to encourage and assist this enterprise—the realization of which now seems to be secure. We do not doubt, and if necessary we would beg of the Honorable Governor, that he would not only solicit of the Convention its approval of the action of the Governor of the State in reference to this matter, but also the passage of such laws as would secure to the enterprise all the favor and aid that the State can lend it.

With sentiments of the most distinguished consideration, we have the honor to subscribe ourselves of the Honorable Governor, his most attentive servants,

Jesus Maria Lopez, Andres Ceron, Jose Maria Quijano Walis, Manuel D. Camacho, Evanjelista Leon, Benjamin Pereira G., Fernando F. Garzon, Rafael Arboleda, Froilan Largacha, Ramon Pereira, Buenaventura Reinales, Manuel de Guzman.

BOGOTA, 16th of June, 1872.

EXTRACT FROM A LETTER DIRECTED TO DR. CERON, SENATOR FROM CAUCA.

“ The pleasant news reached us on the 21st instant, that Congress

had approved the railroad contract by a telegram to Cali via Cartago.

“The rejoicings in Cali were so excessive as to give the idea that the people had gone mad, and we were not much behind them here. On the 23d there were many rounds of artillery, music, illuminations, speeches, sentiment, wit ; many drinks of all kinds—fine, and others not so fine, vivas, and enthusiastic demonstration generally.

“If this enterprise of such grand importance for incipient Cauca, is realized in the terms of the contract, we may feel sure that our road to wealth and prosperity has at last opened, &c., &c., &c.

“RAFAEL GARCIA, N.”

“POPAYAN, June 25th, 1872.”

EXTRACT FROM A LETTER FROM THE EX-SUPERINTENDENT OF THE BUENAVENTURA ROAD TO DAVID R. SMITH.

“You will excuse me for suggesting to you the advantage of beginning, as soon as possible, the actual work of construction.

“On the day that the work is commenced, the present company will deliver over to you everything that it possesses, among which figures the present road with its warehouses, &c. This road and the principal warehouse together, produce a gross amount annually of more than twenty thousand dollars.

“The expense of administration and maintenance, and all other expenses, do not amount to over eight thousand dollars annually.

“Consequently, as soon as the new company begin the work, they count upon a net income of at least twelve thousand dollars from the old road, &c., &c., &c.

“MANUEL W. CARVAJAL.”

“BUGA, June 29th, 1872.”

CAUCA RAILROAD.

TRANSLATION OF AN ARTICLE FROM THE “DIARIO OF CUNDINAMARCA,” PUBLISHED IN BOGOTA, UNITED STATES OF COLOMBIA, S. A., THE 8th OF JULY, 1872.

No. 764.

We know that the day before yesterday, the contract for the con-

struction of a railroad from the Pacific to the river Cauca, was signed by the Secretary of State and Messrs. Smith and Modica; and we know, also, that Mr. Modica, with his wife, has started for New York, carrying the contract with him.

Mr. Smith will stay in the city until the 15th for the purpose of collecting some statistics.

In the proper section of this newspaper our readers will find an article showing the beneficent results that this enterprise will give to Colombia, to the State of Cauca, and to the Company.

We have confidence that the patriotic hopes, founded on the probability of the realization of the Cauca Railroad, will not be disappointed.

Translation of the article to which the preceding refers :

CAUCA RAILROAD.

Signed, as it is, the contract for the construction of a railroad from the Pacific to the river Cauca, and for the steam navigation of said river, we hope that this important enterprise will be soon realized, and serve as a basis for several other enterprises that the moral and material progress of the country will demand.

The vast and rich territory that is to be benefited by that road, merits well our attention, and as complete a description as possible, to make it duly known to and appreciated by our readers, both in our own and in foreign countries.

The part of the territory of Colombia to which we refer, possesses extensive coasts on the Pacific, extensive mountain ranges, and very beautiful valleys.

I.

The Pacific coast is watered by very many rivers, nearly all navigable by steamers, from the river Patia to the San Juan, and it has the inestimable advantages of being healthy, though it is yet covered with woods; and it has no marshes or stagnant waters. All the rivers flow off into the sea without overflowing their banks. And this must be the reason why *locustus* fish, that so much abound on the Atlantic coast, are not to be found in the Pacific. As a proof of the salubrity of the western coast of the country, we must always remember that yellow fever has never been in Buenaventura, but when imported from somewhere else by infected ships, and that even then its permanency has been but very short. The temperature of the western coast is also lower than that of the northern, which must be attributed to the continual southwest breezes, and to the extensive forests.

That extensive coast, so provided with bays, coves, and splendid harbors, is also rich in gold mines, and possesses some of the most fertile lands to be found in the world. The excellency of its tropical productions are well known, though agricultural industry can hardly be said to exist; and the products of its mines are of some relative importance, though the best methods for the exploration of mines are not known to the inhabitants.

Many hundred thousand inhabitants could profitably inhabit the coast of Western Colombia, making use of its rivers for steam navigation.

In no country in the world is better timber for naval architecture to be found, nor in equal abundance. Ship and dock-yards may be constructed there, enough to provide for all the demands of the commerce and navies of North and South America. Those magnificent woods may give to Peru and Chili all the timber they require, both those countries being poorly supplied with that indispensable product. And this could be an extensive branch of commerce that would employ capital and labor upon a great scale.

Besides the timber for construction, among which some undecaying wood is to be found, as that called *chachajo*, and some that is by lapse of time, converted into stone, like the *guayacan*. Different classes of wood proper for furniture are also found, as for instance the beautiful *quende*, (the best in the world) that belongs exclusively to this region. Nor less abundant are the dye-woods, such as *brazil* and *mora*.

The *caucho*, *vanilla*, *sarsaparilla*, *Maria balsam*, *carana balsam*, *copaiba*, and many other medicinal drugs are scattered everywhere, only waiting for the hand of man to be converted into gold.

Those immense woods that seem to be solitary, are alive with droves of quadrupeds and flocks of birds of every description.

The rivers abound with innumerable and various species of fish, that by themselves could support an immense population, offering an agreeable and healthy food.

Such are the most prominent characters of the natural elements of wealth with which the western coasts of Colombia abound, which coast will be placed by the railroad, in immediate contact with the rich and beautiful valley of Cauca, that we are going to describe.

II.

THE VALLEY OF CAUCA.

Two parallel ranges of mountain form the magnificent valley irrigated by the river Cauca: the western, that separates the valley from

the Pacific, and the eastern, that divides the valley of Cauca from that of the Magdalena River. The foot of the mountains is covered with natural pastures, to an elevation of about 5,000 feet above the level of the sea, and from that point upward the mountains are covered with woods.

From these mountains abundant water flows to the Pacific, to the river Cauca and to the Magdalena, all pure and wholesome, not existing one single spring that may not fulfill both these conditions. Those that run into the valley of Cauca, may also be easily adapted to irrigation, (that in this country perhaps is unnecessary), and they represent besides a strong capital, as an hydraulic motor of great economy and power.

In both ranges of mountains the soil is very fertile, of which fact it is very easy to be satisfied, by crossing them, and seeing the sugar cane, the wheat, the banana, the Indian corn, the apple trees, and the *para* and *guinea* (magnificent grasses introduced from Africa), growing together.

It seems really a prodigy, that plants from so different latitudes may have found a common country to live in; but this may be seen at *Salento*, a small village situated in the heart of the central chain of mountains that separates the Cauca from the Magdalena River, over the road that goes from Cali to *Bogota*, as well as in *Pavas*, a small village situated near *Cali*, in the road from *Buenaventura*, and, in fact, at almost any other place.

The Peruvian bark, the cauchu or Indian rubber, numerous palm trees, valuable for the oil and wax that are extracted from them, and also numerous dye woods grow upon the mountains, that are no less rich in gold, silver, iron and coal, frequently showing themselves at the surface of the earth.

Very high summits covered with perpetual snow, such as the *Purase*, the *Huila*, the *Quindio* and the *Ruiz*, show themselves at intervals, and allow a man to choose the climate most suitable to him, from the intense heat of the coast, to the extreme cold of the regions of perpetual snow. The existence of more than 200,000 inhabitants living among these mountains, in the most healthy condition, shows by itself that these mountains are wonderfully fit to be colonized and cultivated on an immense scale.

III.

SOMETHING MORE ABOUT THE VALLEY OF CAUCA.

The valley of Cauca may be considered as divided in two parts, one

higher and one lower : the former, in which is located the picturesque city of Popayan, capital of the State, is situated at 1,800 yards above the level of the sea, and has a length of 90 miles from north to south, by 12 miles from east to west. This part of the valley is particularly well adapted to the cultivation of cereals and coffee ; for cattle breeding, especially for sheep ; and abounds in *laurel wax* and many other valuable products that are found wild. The lower part of the valley is more than 120 miles long, by 15 to 18 wide, at an elevation, average height, of 1,100 yards above the level of the sea, and as the declivity of the land from south to north is not considerable, the river Cauca offers a magnificent canal for steam navigation.

This splendid valley, that has been called by Bolivar and others "the Italy of South America," on account of its beauty, its salubrity and its fertility, is now peopled with more than 200,000 healthy, laborious, intelligent and peaceable inhabitants. Wealth is pretty well distributed, and this affords convenience to the great majority of the people, whose morality and good behavior are duly appreciated by those who visit that country.

The principal cities are : *Cali, Palmira, Cartago, Santander, Cerreto, Buga, Roldanillo, Soro* and *Anserma*, without counting many other towns of less importance.

Towards the North, and contiguous to the rich State of *Antioquia*, lays the rich province of *Supia*, in which, besides the famous vein gold mines of Marmato, that have been worked by an English company for about 30 years, with great profit to the company, several other mines are also worked with great profit. This province lays to the left of the river *Cauca*, at the foot of the western chain of mountains, opposite to the *Choco*, a place known to be the land of gold from the very first settlement of the country by the Spaniards.

All the towns of the valley are situated at small distances from the river Cauca, so that it is sure all the interior traffic from *Cartago* to *Santander*, (120 miles), will be made by the river, when navigated by steam. And these steamers, of small relative expense, will, in our opinion, give so great a profit, and will be of so great service to commerce, that we do not hesitate to predict, that in a few years, forty steamers, of 200 tons each, will not be enough to satisfy the demands of commerce.

The navigation of the river Cauca for more than 120 miles, connected with the railroad, will be of great benefit to the enterprise, cheapening transportation through the valley, will encourage and increase

commerce and production, greatly augmenting, of course, the business of the road.

The navigation of this river for 120 miles, presents to the Company the means of great profit, without great additional cost, not only along the line of the railroad, but also 120 miles more. That is to say, that by constructing 50 or 80 miles of railroad, and a few boats, the Company will control 200 miles of rail and river, and command the entire commerce of this splendid country.

The fertility of the valley of Cauca is unparalleled; the sugar cane and cocoa plantations last, without replanting, the life of two generations; the Indian corn and other grains give always two crops a year, and the coffee, cocoa and banana plantations produce, without interruption, during the whole year, there being with reference to these plants, no other sign of the time of harvest, than a more abundant production of the fruit.

It is curious and interesting, to see a single tree, covered with flowers and fruits in different states of growth, in the same day.

Great herds of cattle feed in the extensive natural pastures of the valley of Cauca, and mules and horses are abundant.

The climate in the lower part of the valley is from 63° to 86° Fahrenheit, and its soil well adapted to tropical produce, amongst which the tobacco of *Palmira*, the indigo, coffee, sugar, cocoa and others are well known in European markets.

The valley of Cauca is imprisoned, and it is necessary to open the gates, and present it to the world at the shore of the sea. The world needs it, and we are sure that it will pay back a thousand fold the price of its ransom.

IV.

SOMETHING ABOUT THE NEIGHBORING STATE OF ANTIOQUIA.

Towards the north of Cartaga, the two ranges of mountains join, and from there towards the North commences the State of Antioquia, with a population of upwards of 200,000 inhabitants, that carries on an active commerce with the Cauca, and when the railroad is constructed, it will give to the people of that State the best route to the coast. To be convinced of this assertion, it is only necessary to look at the map of Colombia.

V.

SOME MORE TERRITORY AND POPULATION TO BE SERVED BY THE RAILROAD.

Besides the 200,000 inhabitants of the valley of Cauca, and the

200,000 of Southern Antioquia, that will be benefitted by the railroad immediately, we must speak in this review of upwards of 200,000 inhabitants who populate the southern part of the State of Cauca. These people will be tributary to the Cauca Railroad. All their exports and imports must go over this road, and when we take into consideration the fact that nothing can stimulate the production of a surplus except a market, and that this road gives a market to the most productive valley on the globe, we can hardly over estimate the importance of this undertaking.

VI.

CONCLUSION.

We have thus, in general terms, endeavored to give an idea of the necessity of this railroad—of its probable business, and its prospects.

It will give a market to nearly a million of people. It will bring vast and wonderfully fertile territories to the highways of the world, and give to the North, at greatly reduced rates, all the productions of the tropics.

Besides this, the country is filled with mines of every description, that are waiting to fill with wealth the hands that open them. These mines, this soil, these splendid opportunities, are asleep in this beautiful land, but the whistle of the locomotive will awaken all.

CATALOGUE

Of some of the samples of productions of the United States of Colombia, to be seen at the office of the Cauca Valley Mining and Constructing Company, Peoria, Ill.

MISCELLANEOUS.

1. Samples of Coal from the State of Cauca.
2. Samples of Coal from the State of Cauca.
3. Samples of Coal from the State of Cauca.
4. A list of the Minerals of Antioquia, exhibited at the "Exposicion" in Bogota, 1872.
5. Ore.
6. Ore.
7. Kaoline—a white earth.
8. Sulphur—found in great abundance in Gachala.
9. Iron Pyrites.
10. Sulphate of Lime.
11. Lead Ore.
12. Slag (Iron).
13. Natural Glass—colored with Magnesia.
14. Guante—a mineral.
15. Iron and Lead.
16. Copper Ore.
17. Galma.
18. Coral.
19. Lime.
20. Carbonate of Lime.
21. Sulphate of Lime.
22. Iron Ore.
23. Galma.
24. Copper.
25. Fossil.

TEXTILES AND MISCELLANEOUS.

26. Bark of the Burriara.
27. Bark of Trees.
28. Paper Fibre—bark of the *Girocarpus Americanus*.
29. Bark of Maurico.
30. Cheveche Bark.
31. Wild Silk.
32. Maguey Fibre.
33. Moriche Palm.
34. Fibre and cloth of the Cunare Palm.
35. Three samples of the Nacumai and Jipijapa—from which Panama hats are made.
36. Rope of Magagua Blanca.
34. Wild Cane.
35. Pepino Estropajo.
36. Cloth of Pita.
37. Pita—leaf or stalk of Maguey.
38. Maguey Fibre—finest class.
39. Maguey Twine.
40. Vegetable Wool and Silk—several classes.
41. Maguey Pita—different preparations. Pita is the fibre of a plant similar to the Maguey, but longer, firmer, whiter and stronger than the Maguey fibre.
42. Cocoons—wild and cultivated.

42. Silk.
43. Four Cotton bolls, of 54,
taken from one plant in
one day.
44. Cotton.
45. "
46. "
47. "
48. "
49. " Sea island, raised seven
leagues from the sea.
50. "
51. Beans.
52. Coffee.
53. "
54. Rice.
55. Coffee.
56. Cacao.
57. Coffee.
58. "
59. "
60. "
61. "
62. "
63. "
64. "
65. "
66. Cacao.
67. "
68. "
69. Corn.
70. Wheat.
71. "
72. "
73. Beans.
74. Broom Corn.
75. Anis.
76. Bean.
77. Two ears of Corn.
78. Wild Cacao.
79. Bean from tree.
80. Cacao.
81. "
82. Wild Coffee.
83. Coffee—selected.
84. " from same, but not
selected.
85. Guaduas.

86. Beans (native).
87. Ajonjole.
88. Millet.
89. Coffee.
90. Wool—peculiar to the coun-
try.
91. Tobacco.
92. Tobacco Leaf.
93. " "
94. " "
95. " Roll.
96. " Leaf.
97. " "
98. " Chewing.
99. " Leaf.
100. Rye.

DYE STUFFS AND MISCELLANEOUS.

101. Green Dye.
102. Justa Razon.
103. Brazil Wood.
104. Dyes—Chibca.
105. " Tutu vera.
106. " Coralina.
107. " Bizbita.
108. " Chilca.
109. " Yellow.
110. " Red Bine.
111. " Purple Cujaca Leaf.
112. " Chilca Leaf.
113. " Biguvina Chica.
114. " Dividivi.
115. " Cochinilla.
116. " Quincho.
117. " Carmine.
118. " "
119. " Guenegue.

MEDICINAL AND MISCELLANEOUS.

121. Canafistola—laxative.
122. Fresno Bark—astrigent.
123. Wild Pareira—diuretic.
124. Sarsaparilla—alterative for
syphilitic complaints.
125. Estoraque Bark—aromatic.
126. Peruvian Bark—febrile.
127. Jaboncello or Quai.
128. Cardoncillo—alterative for
scrofula.

- | | |
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| <p>129. Juarumo—cosmetic emolient.
 130. Paraguai—sudorific.
 131. Hongo—for stopping hemorrhage.
 132. Cedron or Valdevia—febrile antidote for snake poison.
 132. Cedron—doubtful.
 133. Clavellina—sudorific.
 134. Barbasco—for destroying insects.
 135. Coca—tonic. See Ures dictionary.
 136. Aristolochia.
 137. Smilax China—sudorific.
 138. Holy Mary Leaf—alterative to cure ulcers.
 139. Ricino—purgative.
 140. Picapica Antielmintico.
 141. Capitano de Clavo—antidote for snake poison.
 143. Zea—purgative.
 144. Guaco—antidote for snake poison.
 145. Guayaquil—alterative, cures ulcers.
 146. Copaiba—anti-blenoragico.
 147. Ipecacuana—emetic.
 148. Mangle—from which turpentine is extracted.
 149. Chain Vine or Monkey Ladder—cures urinary difficulties.
 150. Mate—for the teeth.
 151. Almacigo—cures megrim or neuralgia.
 152. Eye Vine—antioftalmico.
 153. Tooth Root—cures toothache.
 154. Holy Mary Root—cures toothache.
 155. Goat's Beard—caustic.
 156. Orin de Perro—for broken bones.
 157. Vencemico—anti-rheumatic.
 158. Malambo “
 159. Cundurango—panacea.
 160. Tolio Wood—pectoral.</p> | <p>161. Marinow Seeds—for leprosy.
 162. Doradillo—for the liver and spleen.
 163. Escoyonera—to cause an abundance of milk.
 164. Carito—emetic.
 165. Cedron.
 166. Oxeye—to cure the piles.
 167. Tolee Balsam—pectoral.
 168. Priest Bark—purge.
 169. Mambi—quick lime chewed with coca by the Indians.
 170. Mameicillo—febrile.
 171. Pesin of Pulgande—emenagogue.
 172. Justa Razon — emetic and purge.
 173. Cundurango—panacea.
 174. Vaina Ua—aromatic.
 175. Petroleum
 176. Gum Anime.
 177. Resin of Currucal.
 178. Resin of Gurrupayo.
 179. Resin of Cobalto.
 180. Resin of Chivechi.
 181. Beans.
 182. Bread Fruit.
 183. Leark and Bark of Quina—Peruvian bark.
 184. Almischillo—for rattle snake bites.
 185. Galbano Leaves—to stop hemorrhage.
 186. Halan—to kill fish.
 187. Cuisbeto, or Zaragozo—for rattle snake bites, cusniste alterative for syphilis.
 188. Zaragoza Vine — used for rheumatism.
 189. Chick Weed.
 190.
 191. Vanilla Beans—aromatic.
 192. Suelda con Suelda—to stop hemorrhage.
 193. Avilla—resolutivo.
 194. Vegetable Soap.
 195. Chilinchile Coffee — stomacal.</p> |
|--|---|

196. Almizchillo—aromatic.
197. Quinoa—to make drinks like Orchata.
198. Mosquero—the flower aromatic and the root purgative.
199. Ulanda—antimetroragico.
200. Guayacan Bark—sudorific.
201. Cortadera—an animal that eats of it will, vomit blood and die.
202. Caratero—contra obesity.
203. Sassafras—aromatic and sudorific.
204. Pinonos—drastic purgative.
205. Esporyilla Colaquintis—drastic.
206. Necha—gives a caustic oil.
207. Tembladero—it will cause an animal that eats it to tremble violently.
208. Camaspora—emetic and purgative.
209. Gualandai — anti-syphilitic alterative.
210. Cuasia Cups.
211. Copalchi—astrigent.
212. Copaiba Bark—antiblenomagoci.
213. Cainca—purgative.
214. Pela.
215. Ratania—astrigent.
216. Capartapi Oil — for insect bites.
217. Quina (Peruvian bark) — febrile.
218. Quina Tuna—febrile.
219. Quina Yellow—febrile.
220. Latibuco—aromatic.
221. Gum Anime.
222. Goma de Payande — pectoral.
223. Curebano—aromatic.
224. Pinon Oil—purgative.
225. Chimilas — emetic and purgative.
226. Dragons Blood—astrigent.
227. Bitter Stick—estomacal.
228. Cascara de Mantica—Ver-mifugo.
229. Ariza—to stop hemorrhage.
230. Tomillo—aromatic.
231. Barraja—sudorific.
232. Birabira—antiblenorrsgiao.
233. Culantrillo—pectoral.
234. Alhucema—for spasms.
235. Peonias.
236. Ginger.
237. Failejon—gives a resin. Is found on high cold lands.
238. Viravira — to stop hemorrhage.
239. Mastuerzo.
240. Langumaria—emenagago.
241. Carana—resinosa.
242. Ratania—astrigent.
243. Vanilla—aromatic.
244. Chain, or Monkey Vine—anti-dysenteric and stops hemorrhage.
245. Chibasa—cosmetic.
246. Goat Thorn—febrile.
247. Creosote—stimulent.
248. Guaco Vine—contra snake poison.
249. Yuco—contra ulcers.
250. Juasquin—alterative, contra syphilis.
251. Cavalonga—febrile, poison.
252. Olova—for skin diseases.
253. Peruvian Bark—febrile.
254. Cucaracho — for destroying insects.
255. Granizo — is a sovereign remedy for diseases or complaints of the stomach, and is excellent in fevers.
256. Toro Bark—emetic and purgative.
257. Nitre—found in great abundance, in great caves. The workmen wash the earth, filter, crystalize, &c. These caves exist in several States.
258. Malagueta — Estomacal is used for females as Ergot is, and is effectual, quick, admirable in its operations.

- 259. Carmestotendo—contra smoke ; poison.
- 260. Kino—astrigent.
- 261. Allspice—aromatic.
- 262. Holla de Mono — (monkey pots) comestible; very curious.
- 263. Vegetable Ivory—tagua.
- 264. A Belim Mat.

DYE STUFFS AND MISCELLANEOUS.

- 265. Dye from the Boviellie tree.
- 266. Barrilla—red dye.
- 267. Botatilla.
- 268. Cochinilla—in its natural state.
- 269. Brazil Dye Wood.
- 270. Mora “ “
- 271. Bilibile Dye Wood.
- 272. Tachuelo Molo “ “
- 273. Figue Root “ “
- 274. Chilca Leaf “ red.
- 275. Dividive “
- 276. Shells of Dye-Fish.
- 277. Coralito Dye.
- 278. Achiote “
- 279. Zeramom Red Dye, and a cure for burns.
- 280. Caro Fruit Dye.

MISCELLANEOUS.

- 281. Petroleum.
- 282. Nuts.
- 283. Palm Tree Wax.
- 284. Candles made from vegetable wax.
- 285. Laurel Wax.
- 286. Palm Tree Wax.
- 287. Higuerilla.
- 289. Nuts of the Castaneto — gives a fine illuminating oil ; dissolves india rubber, and the seed is an active poison used to kill dogs.
- 290. White Sugar—worth in Bo-

- gota 8 cents per pound at retail.
- 291. Chocolate—a sample of an article in general use.
- 292. Chestnuts.
- 293. Wild tea, indigenous to the country.
- 294. Chocolate, adulterated with corn meal.
- 295. Wild tea.
- 296. Palm nuts.

RESINS AND MISCELLANEOUS.

- 297. Resin of Algoroba.
- 298. “ “ Laurel.
- 299. “ from the Pæpa tree.
- 300. “ of Gague.
- 301. Vegetable Gum.
- 302. Laurel Wax—one sample purified.
- 303. California Wax.
- 304. Resin Copal.
- 305. Resino.
- 306. Mani Wax.
- 307. Vegetable Wax.
- 308. Anime Turpentine.
- 309. Copal.
- 310. Anime.
- 311. Incense.
- 312. Gum of a tree.
- 313. Cedar Gum.
- 314. Anime.
- 315. Algarroba fruit.
- 316. Cancho.
- 317. Brea.
- 318. Galvano.
- 319. Glue.
- 320. Various Liquors — Orange, Palm tree, and Wild Grape Wine, &c.
- 321. Alpargatas—pita sandals or shoes.
- 322. Majagua Cap.
- 323. A wooden plate.

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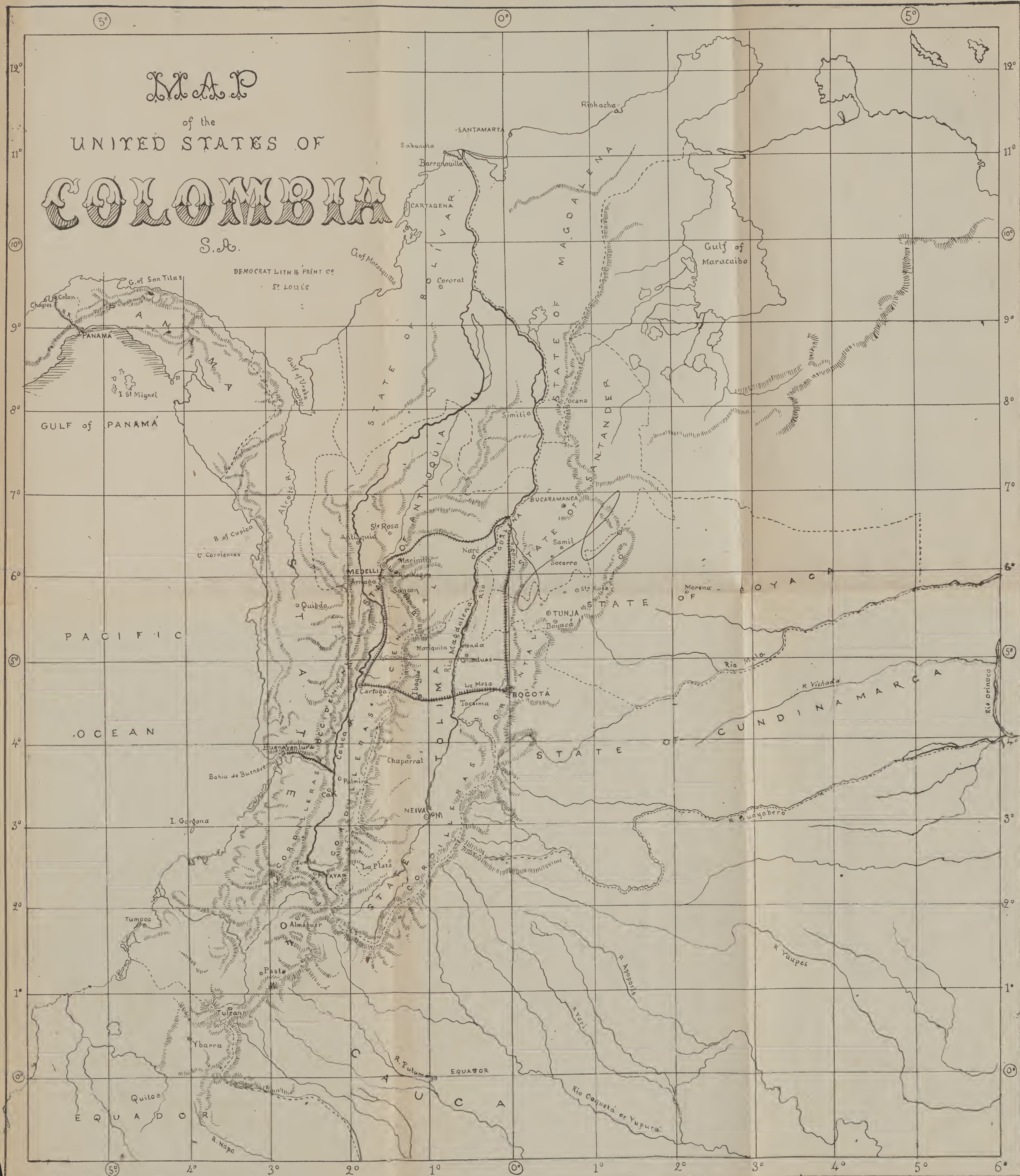
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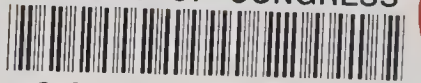
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